

NEW ADVERTISEMENTS

WANTED.

AN ASSISTANT ENGLISH TEACHER for Diocesan Boys' School.
Apply to—
THE HEADMASTER.
Hongkong, 10th May, 1916. [584]

WANTED.

MALE STENOGRAPHER and TYPIST.
Good Salary for right man.
Apply to—
"P. D."
Care of "Daily Press" Office.
Hongkong, 9th May, 1916. [680]

WANTED.

AN experienced ASSISTANT for a Mercantile Firm (Chinese preferred).
Qualifications necessary: Good English education, knowledge of Shorthand, Typewriting and Book-keeping.
Good salary and permanent prospects for a competent steady man.
Apply in own handwriting to—
"COMMERCE"
Care of "Daily Press" Office.
Hongkong, 9th May, 1916. [681]

WANTED.

By a British Mercantile Firm a Competent LADY STENOGRAPHER, able to write Shorthand and Type fluently.
Apply to—
"N. X. Y."
Care of "Daily Press" Office.
Hongkong, 9th May, 1916. [680]

NOTICE OF REMOVAL.

ON and after MONDAY, 8th May, 1916, the Offices of **THE CHINA FIRE INSURANCE CO., LTD.**, will be **REMOVED** to the Offices of **THE UNION INSURANCE SOCIETY OF CANTON, LTD.**, 3, QUEEN'S BUILDINGS, Chater Road.

C. PEMBERTON,
Secretary. [682]

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE.

FROM this date and during the Absence of the Undersigned from the Colony, Mr. C. H. P. HAY will perform the duties of the General Manager of the Company and Sign per Procuration.
By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager. [674]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM this date and during the Absence of the Undersigned from the Colony, Mr. C. H. P. HAY will perform the duties of the General Manager of the Society and Sign per Procuration.
By Order of the Board,
C. MONTAGUE EDE,
General Manager. [667]

OSAKA SHOSEN KAISHA.

WE beg to inform the Public that the Company's Telephone Numbers

have been changed TO-DAY from 246 and 1240 to 744 and 745.

Hongkong, 2nd May, 1916. [652]

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1st May, 1916, the Price of Current for Lighting and Fans will be Reduced to 20 cents per unit.
Discounts will remain as before.
GIBB LIVINGSTON & Co.,
Agents.
Hongkong, 1st May, 1916. [648]

A CHARMING OPENHATTA

ENTITLED

"THE WISHING CAP"

will be performed by the Pupils of the Anglo-French School, Causeway Bay, in aid of the Charitable Works of that Institution, at St. Paul's Institution, Causeway Bay, at 4 p.m., on May 10th, 11th and 12th.
Charges for Admission:
Adults, \$1; Children 50 cents.
Hongkong, 3rd May, 1916.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER OF THE ESTATE OF NATHANIEL JOSEPH EDE, late of "CAHUNST," NEZLEY, ARMY, in the County of Hants, England, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 53 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 13th day of May, 1916.
Creditors and Claimants are hereby required to send their Claims to A. HASTINGS & HASTINGS, Esq., No. 3, Queen's Road Central, Hongkong, the Administrator of the above Estate, by the above date.
Dated the 1st day of May, 1916.
HASTINGS & HASTINGS,
Solicitors for the Administrator,
3, Des Voeux Road Central,
Hongkong.

INTIMATIONS

WILLIAM POWELL, LTD.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices on WEDNESDAY, the 17th May, 1916, at 2 o'clock p.m. for the purpose of receiving the Report of the Directors and Statement of Accounts to the 29th February, 1916.
The TRANSFER BOOKS of the Company will be CLOSED from the 10th May to the 15th May, both days inclusive.
By Order,
H. O. HOLT,
Secretary. [681]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on FRIDAY, 19th May, 1916, at Noon, when the subjoined Resolutions which were passed at the Extraordinary Meeting held on 3rd instant will be submitted for confirmation as Special Resolutions, viz.:

- (1.) "That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as in the 'Print' signed by the Chairman of this Meeting for the purposes of identification."
- (2.) "That the Articles of Association of the Company be altered in manner following:—
"That the following Article shall be substituted for Article 94, 'namely':—
"94.—The Members of the Committee shall be paid out of the funds of the Company such remuneration as may be or have been determined at any time by any General Meeting of the Company until such remuneration is altered by any subsequent General Meeting of the Company. Such sum shall be divisible amongst the members of the Committee in such proportions as the Committee or a majority thereof shall determine."

Dated this 3rd day of May, 1916.
JARDINE, MATHESON & Co., Ltd.,
General Agents,
THE CANTON INSURANCE OFFICE, LTD. [675]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on FRIDAY, the 19th day of May, 1916, at 12.10 in the afternoon, for the purpose of considering, and if thought fit passing as an Extraordinary Resolution, the following, viz.:

- "That the remuneration of the Consulting Committee be fixed at the sum of \$8,000 per annum as from first day of January, 1916."

Dated this 3rd day of May, 1916.
JARDINE, MATHESON & Co., Ltd.,
General Agents,
THE CANTON INSURANCE OFFICE, LTD. [676]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on SATURDAY, the 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive.
By Order of the Board of Directors,
GIBB LIVINGSTON & Co.,
Agents.
Hongkong, 1st May, 1916. [649]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 11.30 a.m. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.
The CHINA-BORNEO CO., LTD.,
W. G. DABBY,
General Manager. [658]

FOR SALE.

RICHMOND HOUSE, No. 145, Barker Road.
Also, "DUNOTTAR," No. 81, Aberdeen Road.
HASTINGS & HASTINGS,
Solicitors. [371]

TO LET—FURNISHED.

FOREBANK WEST, MAGAZINE GAP.
Peak, for four months from Middle of May.
Apply—
F. M. CRAWFORD,
Care of LANE, CRAWFORD & Co. [678]

TO LET.

TWO LARGE FURNISHED ROOMS arranged as Flat with Bathroom, Verandah and every convenience. Can be let separately if desired and board could be arranged.
Apply—
"HARBOR VIEW,"
Care of "Daily Press" Office. [679]

HOUSES TO LET

TO LET.

FURNISHED HOUSE, Seven Living Rooms, etc., with Garden.
Apply—
SECRETARY,
CHURCH MISSIONARY SOCIETY,
90, Bonham Road. [673]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.
For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD. [685]

TO LET.

RICHMOND HOUSE and Annex at No. 11, Robinson Road, Completely renovated and repainted. Garden and Tennis Court.
For rent and other terms apply—
H. M. H. NEMAZEE,
No. 1, Des Voeux Road. [686]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE CO., LTD. [622]

TO LET.

A HOUSE in Observatory Villas with Tennis Court.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Voeux Road. [618]

TO LET.

OFFICES in SECOND FLOOR, QUEEN'S BUILDINGS. Reasonable rent.
Apply to—
THE UNION TRADING CO.,
5, Queen's Buildings. [674]

TO LET.

OFFICES in Prince's Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co. [672]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 2 Bath Rooms, Servants' Quarters, etc. Vacant 1st November.
Apply—
DEACON, LOCKER, DEACON & HARBORN. [90]

TO LET.

OFFICES, 5, Duddell Street.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [396]

TO LET.

FURNISHED, a FOUR-ROOMED HOUSE, on Mount Parish, Wanchai, for six months. Electric Light and Telephone installed.
Apply—
D. V. STEVENSON,
Care of DEACON, LOCKER, DEACON & HARBORN [492]

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL, First Floor.
THE COMMODOUS DWELLING HOUSE, with Offices, Servants' Quarters, etc., No. 14, SHARREN, CANTON, from 1st June, present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SASSOON & Co., Ltd. [415]

TO LET.

A HOUSE in Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [37]

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co. [618]

TO LET.

TWO ROOMED FLATS, Nathan Road.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Aldemra Buildings. [277]

TO LET.

OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS, Conduit Road.
No. 1, HILLSIDE, THE PEAK.
GODOWNS, at Wanchai.
Nos. 1, 2 and 3, WEST END TERRACE, CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [32]

INTIMATION

WATSON'S

FINEST OLD

BROWN

BRANDY

E
QUALITY.



25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG.

TELEPHONE 816.

DEATH.

SEQUEIRA.—On May 4th, at No. 28, Has-kell Road, Shanghai, GUILLERME MARI SEQUEIRA, aged 25 years.

Hongkong Office: 10A, Des Voeux Road, C. LONDON Office: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 10th MAY, 1916.

USE AND ABUSE OF ALCOHOL.

Much discussion and good-humoured banter has been heard in the Colony during the last week or two on the subject of the use of white wine, light wine, whisky and beer during war-time. It serves to remind us of the very great change in public opinion that has been brought about by the war in regard to alcohol. There are, of course, those who will never change their opinions. They have been used to a particular ritual, or a certain mode of living, for many years, and not even Armageddon will convince them that there are very few things on this earth which change not. There are others who are much more influenced by the opinion of the majority than by any arguments. To be at all unorthodox is, for them, to be uncomfortable. On the other hand, there are those who simply delight in any new fad, and enthusiastically take up all "new movements." Fortunately, such people are very much in the minority. The national characteristic of the Briton in such matters is not easy to define. He is by nature opposed to change, and yet, when necessity shows that his future depends upon some radical alteration in his habits, he accepts, and even forces from his rulers, new regulations. The recent attitude of Parliament with regard to conscription proves that quite clearly. The Briton "at home," at any rate, has decided, first of all, that every unmarried man must take his place in the firing-line in order to save his country. More recently he has made up his mind that, as the number of unmarried men is inadequate, the married men must also be made available. It is even now almost incredible, but it is really quite logical. Conscription seemed to him at one time to be the

supreme evidence of the negation of individual liberty. It is a small matter, perhaps, to be restricted as to the use of alcohol in comparison with being compelled to go into the firing-line. Yet the Briton of the past has registered his detestation, not of temperance, but of the curtailment of his individual liberty when measures have been introduced into Parliament for limiting the sale of alcohol.

We have all of us watched with interest the decrees promulgated in the different belligerent countries. Russia made a radical change in the matter of her national drink, vodka. France brought forward what most of us considered a self-denying ordinance. The King set an example of total abstinence in Great Britain. New restrictions as to the sale of stimulants won the approval of Parliament in a manner which simply showed that the people were willing to do anything considered necessary to win the war. It is quite probable that many people who did not oppose the regulations believed them to be neither necessary nor beneficial. Their leaders, however, had said that such regulations would help to win the war, and that was sufficient. Newspapers and periodicals with a reputation for unchanging views, such as, for example, the *Spectator*, have advocated temperance measures in a manner that must delight the blue-ribbon extremists. Who would have believed it possible, two years ago, that the *Spectator* would take up a "Down Glasses" campaign, after its scathing criticism of Mr. Lloyd George's budgets penalising the brewer? No one can doubt the sincerity of those who control its policy, and all must admire the courage displayed. The plain man wonders if these emergency measures are likely to do any good, and decides to give them the benefit of the doubt. He is not convinced by the blue-ribbon enthusiasts. He has taken his beer or his whisky, or his champagne—if he could afford it—for years, but he is quite willing to give it up "for the period of the war." He thinks of the sacrifices made by his brothers in the trenches and he likes to feel that he, also, is capable of some self-denial however small by comparison it may be. He is not convinced, however, that alcohol ever did him any harm. Perhaps the war will add to the data on the subject. We all agree that excess is, to put it bluntly, beastly. We like the friendly drink; it is an aid to conviviality and we need such mental tonics. Man is, after all, a gregarious animal and social intercourse is essential to his well-being. We see around us men who take stimulants in moderation, and they are healthy, amiable and vigorous. We have no clear guidance on the point at issue from the medical faculty. Some doctors are total abstainers; but then, again, others are not. In the tropics we find the tradition that a stimulant at sun-down is a good thing. No one produces any real evidence for or against the custom; most of us simply accept it. In actual fact we find that we do enjoy the leisure, or the conversation, or the drink, or the combination of all three and we are content to continue a habit that provides a little relaxation, which is, after all, very essential to efficiency in this climate. There are all sorts of theories, for and against, the use of alcohol. In time these will be sifted and tested and the results duly tabulated. Some valuable evidence will, doubtless, be collected owing to the restrictions imposed by the war. In the meantime we are glad that the local Government has increased the duties on alcoholic liquors because it makes us pay a little more. We feel that we are doing something; and perhaps, also, we believe that the revenue produced will be so important that, although the authorities may increase taxation, they will not impose total prohibition.

Mails for Europe via Siberia close to-day at 9 a.m. and at 3 p.m.

Mr. Charles Denby, Vice-President of the Hup-Mobile Motor-car Co., has arrived in Peking. He is understood, says the *Peking Gazette*, to have some big road-building propositions for negotiation with the Government, including trunk-roads to Tientsin and to the Yangtze Valley.

The death is announced of Captain John D. Sarchet, of Leith. Captain Sarchet was for about thirty years a shipmaster in the employment of the Ben Line, and was in command of the steamer *Benmore* when he was sunk by the *Enden*. Capt. Sarchet, who was a native of Guernsey, was a brother of Trinity House.

The Right Hon. Sir Cecil Clementi-Smith, P.C., G.C.M.G., aged 75, of The Grange, Welwyn, Herts, successively Colonial Treasurer of Hongkong, Lieut.-Governor of Ceylon, Governor of the Straits Settlements, High Commissioner and Consul-General for North Borneo, Chief Delegate of the International Opium Commission, 1909, left unsettled property of the value of £17,329.

The King has been pleased to give and grant unto Mr. Skinner Turner His Majesty's licence and authority to accept and wear the Insignia of the Third Class of the Ratanabhou Personal Order, which decoration was conferred upon him by his Majesty the King of Siam in recognition of valuable services rendered by him in the capacity of Judicial Adviser to the Siamese Government. Mr. Skinner has recently been appointed Second Judge at Shanghai.

The curiosities and anomalies of rank during the present war caused by the desire of so many retired officers to again "do their bit" have been added to, says the *London and China Express*, by the posting of Rear-Admiral C. J. Eyres, retired list, to the Royal Garrison Artillery, in the rank of major. Major and Rear-Admiral Eyres was a midship of the ironclad *Shah*, Pacific Fleet, when she met and encountered the rebel Peruvian battleship *Huascar*, off Ylo, in 1877. He saw service in the Egyptian War, 1882, specialised in gunnery, was gunnery officer of several ships, commander of the *Undaunted*, China Squadron, 1898-1901, including the China War, was naval attaché of the Russian Fleet during the war with Japan 1904, and was Commodore at Hongkong from 1910 to 1912.

SHANGHAI RACE MEETING.

SECOND DAY.

The following are the results of the second day's racing at the Shanghai Spring meeting:—

THE CHU-KA-ZA CUP. Three-quarters of a mile.

Messrs. Toog and Speelman's Sir Victor (Heard) 1

Messrs. Toog and Speelman's Swance (Williams) 2

Mr. Henry Morris' Castlefield (Stewart) 3

Time: 1min. 29.1-seconds.

Fastest time: 1min. 27.3-seconds.

THE MONGOLIAN PLATE. One mile and a half.

Mr. John Peel's Special Request (Johnstone) 1

Messrs. Toog and Speelman's Sangari (Heard) 2

Mr. N. W. Hickling's Battle Down (Stewart) 3

Time: 3min. 13.3-seconds.

Fastest time: 3min. 7.1-seconds.

THE SHANGHAI DERBY. One mile and a half.

Mr. C. D. Conitt's The Trader (Brad) 2

Mr. Lamerton's Mameluke (Rye) 3

Time: 4min. 28.3-seconds.

Fastest time: 4min. 10.1-seconds.

THE SICAWAI CUP. One mile and a quarter.

Mr. Durgor's Concession (Va) 1

Mr. Henry Morris' Homefield (Stewart) 2

Mr. John Peel's Sandway to Suffolk Grey (Johnstone) 3

Time: 2min. 38.4-seconds.

Fastest time: 2min. 35.4-seconds.

THE GRAND STAND STAKES. One mile and a quarter.

Mr. Barclay's Memory (Vi) 1

Mr. Fay's Wynona (He) 2

Mr. B. Macgregor's The Eaj (Comm) 3

Time: 2min. 40-seconds.

Fastest time: 2min. 33.4-seconds.

THE PEKING STAKES. One mile.

Messrs. Toog and Speelman's (He) 1

Mr. Lamerton's Volcano (R) 2

Mr. Jorom's Blazon (Willeum) 3

Time: 2min. 4.9-seconds.

Fastest time: 2min. 1.3-seconds.

THE SHANGHAI STAKES. One mile and a half.

Mr. Henry Morris' Beaconsfield (Stew) 1

Mr. Blix's Hazelnut late Mohar. dantim Bay (F) 2

Mr. John Peel's Peter Pogram (Johnstone) 3

Time: 3min. 19.4-seconds.

Fastest time: 3min. 7.1-seconds.

THE WAR.

WHITE STAR LINER TORPEDOED.

FURIOUS FIGHTING ON FRENCH FRONT.

HEAVY GERMAN LOSSES.

GERMANY AND AMERICA.

MORE DUBLIN REBELS SHOT.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

FURIOUS FIGHTING.

DESPERATE GERMAN ATTACKS COMPLETELY SMASHED.

PARIS, May 8th.
4.30 p.m.

A communiqué states:—The seventh eighth day of the battle of Verdun saw the French again defeat the Germans by their stern resistance and then successful counter-attacks. The fighting on the west of the Meuse has been of the fiercest. Throughout the night the Germans made furious attacks against Hill 304 which were completely smashed, resulting in extremely heavy enemy losses. Then the French sharply attacked, regaining ground eastward of Hill 304 where the Germans secured a footing yesterday.

There have also been a series of night engagements southward of Haudromont Wood. We drove the Germans from the greater part of the first line in which they made headway yesterday. We also took a number of prisoners.

It is confirmed that the German offensive here cost the enemy heavy sacrifices.

The French batteries displayed great activity westward of Pont-a-Mousson.

French aeroplanes felled two German machines at Verdun.

VIOLENT GERMAN BOMBARDMENT.

PARIS, May 8th.

A communiqué states:—Left of the Meuse, Avocourt Wood and the whole of the region of Hill 304 has been bombarded with undiminished violence. A German attack in the afternoon on Hill 287, west of Hill 304, was stopped by a curtain of maxim fire. There has been active artillery work on the right of the Meuse and in Woivre.

NEW VERDUN COMMANDER.

PARIS, May 8th.

General Nivelle, the new Commander at Verdun, is a sexagenarian. He was only a Colonel at the beginning of the war. He fought in the Boxer Expedition, but saw most of his service in Algeria.

"ANZAC" TROOPS AT THE FRONT.

LONDON, May 8th.

An official announcement states that Australian and New Zealand troops have arrived in France and have taken over a portion of the front.

ITALIAN FRONT.

(THROUGH REUTER'S AGENCY.)

ENEMY THROWN BACK.

STUBBORN INFANTRY ENGAGEMENTS.

ROME, May 9th.

A communiqué states:—Artillery firing has been generally more intense along the entire Trentino front, and in Upper Adige. There have been stubborn infantry engagements in the Plezzo Basin, where the enemy was everywhere thrown back. A number of prisoners were taken.

An Italian air flotilla raided and bombed troop concentrations at Mat-tarello, Calliano and the Adige Valley, and returned safely.

NAVAL ACTIVITIES

(THROUGH REUTER'S AGENCY.)

WHITE STAR LINER TORPEDOED.

LONDON, May 9th.

Lloyds announces that the White Star liner *Cymric* is sinking. A later message states that there are no passengers on board the *Cymric*. The vessel was homeward bound, with general cargo.

LATER.

The *Cymric* was torpedoed by a German submarine in the Atlantic.

[The *Cymric* was a vessel of 13,066 gross tonnage. She was built at Belfast in 1898.]

MORE SHIPS SUNK.

CREWS PICKED UP.

LONDON, May 8th.

A German submarine sank the Swedish schooner *Gorteborg*, picked up the crew, at their request, as the weather was stormy, and placed them aboard a Norwegian steamer.

The French sailing-ship *Marie Molins* has been sunk. The crew were picked up.

BAY OF BISCAY DANGERS.

LONDON, May 8th.

The steamer *Ulan Lindsay* reports that it exchanged shots in the Bay of Biscay at noon on the 3rd, inst. with a submarine which disappeared.

GENERAL.

(THROUGH REUTER'S AGENCY.)

AMERICA AND GERMANY'S CONCESSION.

RUPTURE WILL IMMEDIATELY FOLLOW FURTHER ATROCITIES.

WASHINGTON, May 8th.

The opinion in official circles is that President Wilson, ignoring the "bullying insolence" of the German Note, will accept at its face value Germany's concession that submarine crews will be ordered to observe the rules of cruiser warfare, but will refuse to discuss with Germany the differences between the United States and Great Britain. A rupture will immediately follow any further atrocities.

POPE'S MYSTERIOUS MESSAGE.

TEUTONIC DESIRE FOR PEACE.

WASHINGTON, May 8th.

The Pope's message to President Wilson has ousted the German Note as the topic of discussion. Profound secrecy is maintained as to the nature of the message, but it is believed to refer to the Teutonic desire for peace. It is considered unlikely that President Wilson will heed the Pope's appeal or the obscure hints in the German Note, supported by the pretence of a concession that President Wilson, under the guise of negotiating with Britain concerning the blockade, will persuade the *Entente* to discuss terms with Germany.

SHACKLETON'S PERIL.

GOVERNMENT ORGANISING RELIEF EXPEDITION.

LONDON, May 8th.

The *Daily Chronicle* says that the Government has decided immediately to organise an expedition for the relief of Sir Ernest Shackleton.

(THROUGH REUTER'S AGENCY.)

JAPAN AND CHINA.

SINCERE DESIRE TO PROMOTE PEACEFUL SOLUTION.

TOKYO, May 8th.

The Foreign Office flatly denies enemy reports of Japanese intervention in China. On the contrary, the Premier and the Cabinet unanimously declare that Japan's fixed policy is not to interfere in the crisis in China, but to endeavour to demonstrate the sincere desire of Japan to promote a peaceful solution and permit the Chinese to establish an effective administration.

COTTON SPINNERS' DEMANDS.

LONDON, May 8th.

It is understood that 96 per cent. of the Lancashire Cotton Spinners have voted in favour of handing in notices in the event of a refusal of their demand for a 10 per cent. advance in wages.

LONDON, May 9th.

It is expected that the Board of Trade will intervene in the Lancashire cotton dispute, failing a settlement during the interval. Strike notices have been issued for the week beginning on the 15th, inst.

The result of the card-room workers' ballot will be known on Wednesday, and this will probably favour a strike.

SITUATION IN GREECE.

COPENHAGEN, May 9th.

Owing to the threatening situation in Greece, Prince George has cancelled his summer holiday in Denmark and is going direct to Greece.

MORE DUBLIN REBELS SHOT.

DUBLIN, May 9th.

Four more rebels have been shot. Twenty-two have been sentenced to various terms of penal servitude, and two have been acquitted.

DAYLIGHT SAVING.

NEW MEASURE FAVOURED.

LONDON, May 8th.

In the House of Commons Mr. Norman moved a resolution in favour of the Daylight Saving Bill. He emphasised the simplicity of the idea. The clocks will be put forward an hour on Saturday, and the country will gain 120 hours of daylight in the summer and save two and a half millions of pounds in lighting charges.

The Daylight Saving Bill was adopted by 170 votes to 2.

LAST DERBY GROUPS TO BE CALLED UP.

LONDON, May 8th.

It is understood that the remaining Derby groups will be called up on the 13th June.

GENERAL TOWNSEND AT BAGDAD.

AMSTERDAM, May 8th.

General Townsend and four other Generals and Staff Officers have arrived at Bagdad. Other officers and men will be brought there gradually.

AUTHORITY ON DUTCH EAST INDIES DEAD.

LONDON, May 8th.

The death has occurred of Dr. Dirk Bos, the Dutch Liberal-Democratic leader, who was an authority on the Dutch East Indies.

CHENG-TU DECLARES INDEPENDENCE.

SHANGHAI, May 8th.

Cheng-tu, the capital of Szechwan, has declared its independence.

MEXICAN BANDITS ATTACK AMERICANS.

EL PASO, May 8th.

Fifty of Villa's band crossed the Rio Grande and attacked the American garrison of ten men at Glen Springs, killing four and wounding four. They then escaped.

INTERESTING VISITOR.

LONDON, May 8th.

Zi-lee-Sultan has visited Mr. Asquith.

(THROUGH REUTER'S AGENCY.)

INDIAN CONSOLIDATION ACT.

IMPORTANT SUPPLEMENTARY PROVISIONS.

LOXON, May 8th.

The House of Lords has passed the first reading of the Bill supplementing the India Consolidation Act, 1915. The most important provisions of the new Bill are the following:—

Clause 2 provides for the insertion in section 84 of last year's Act, after the words "Governor-General in Legislative Council," the words "or a local Legislative Council," and at the end of the Section the words "or (D) in case any law because it bars the right to sue the Secretary of State in Council in particular cases or classes of cases."

Clause 3 provides that the Viceroy, with the approval of the Secretary of State, may declare as eligible for appointment to any civil or military office to which a native of British India may be appointed a ruler, or subjects of any State in India, subjects of any State adjacent to India, or members of any independent race or tribe in territory adjacent to India.

Clause 4 provides that admission to the Indian Civil Service of British subjects who, or whose parents, were not born in His Majesty's Dominions, shall be subject to such restrictions as the Secretary of State, with the advice of the Civil Service Commissioners, may prescribe.

AIRSHIP ACTIVITY.

(THROUGH REUTER'S AGENCY.)

THE ZEPPELIN RAID.

FISHERMEN'S STORIES.

LONDON, May 8th.

Fishermen who have arrived at Hull state that the Zeppelins which raided England on the 2nd inst. numbered nine. Their trawlers, 40 in number, immediately dispersed and scurried toward the coast. The Zeppelins accompanied them at a low altitude for eight hours, without attacking, although a trawler fired a rocket to attract attention. The Zeppelins then scattered in the darkness, and the trawlers resumed fishing.

ONLY ZEPPELIN IN THE BALKANS.

GREAT REJOICINGS AT ITS DESTRUCTION.

LONDON, May 9th.

Reuter's special correspondent at Salonika says that there were great rejoicings at the destruction on the 5th, of what is believed to be the only Zeppelin in the Balkans, the L. 275, which is a mid-sized airship. It seems certain that the crew consisted of more than the twelve Germans who were captured, as two bodies were found among the debris and others may have been killed by shell fire. Also, it is thought as most probable that some Bulgarians were aboard. It is almost certain that the credit for the destruction belongs to the naval guns, which lamed the airship almost with their first volley when travelling at its lowest. Probably the airship was set on fire by the crew. The envelope was consumed and the framework was bent and broken. A British "middy" was the first on the scene of the wreck and secured the flag. It is understood that the propeller will be given to the battleship which scored the first hit.

A terrible accident occurred a few days ago at Yawata, Kyushu, Japan. A water reservoir collapsed and almost the whole town was submerged. Forty houses were washed away, and about a hundred houses partially wrecked, while the railway and the tramway were damaged seriously. The deluge continued till the reservoir had emptied itself. Firemen, policemen, and also troops belonging to the garrison at Yokohama were called out for rescue operations. So far thirteen dead bodies have been recovered, and it is expected that the casualty list will be an appalling one.

In the course of a case heard in the City of London Court, a young woman named Lilly Harvey, who said she had been a stewardess on P. and O. liners, and had a liking for the water, told the Judge that she served as mate on the barge *Annie Bryan* because the master could not get a man to act in that capacity.

LONDON STAR COMPANY.

OPENING PERFORMANCE AT THEATRE ROYAL.

The audience which greeted the first appearance of the Humphrey Bishop London Star Company at the Theatre Royal last night was by no means worthy of the exceedingly high-class and artistic entertainment provided. We do not know whether the Hongkong public have already commenced practising that economy and self-denial which has been urged upon them so strenuously of late, and believed this to be a suitable means of denying themselves, but those who failed to patronise last night's performance most assuredly did deny themselves a very real pleasure.

The programme was so arranged as to cover a wide range of taste and sympathy, and there could not have been one in the house who failed to find something in the entertainment possessing a special appeal. It comprised snatches of grand and light opera, classical dances, humorous interludes of the "drawing-room" variety, and in addition the contributions of two members of the Company who are essentially concert platform artists. The artistic note of the evening was struck in the opening chorus, which revealed at once the possibilities of the voices. It was rather a pity that room could not be found in the programme for more concerted work, for the chorus undoubtedly sing together with remarkable effect. Mr. Harry Russon was very prominent in the early part of the evening, and his studies of the "Knut" caused much laughter. He is a real humorist, and mimics very cleverly, while his singing is very pleasing. It must have been regarded by one familiar with Hongkong audiences as passing strange to hear a violinist accorded the warmest and most enthusiastic applause in a variety entertainment such as that presented. Miss Sybil Keymer came on the stage when the house was beginning to relax the restraint with which the earlier items had been received, and the appreciation of this accomplished violinist's effort was prolonged and spontaneous.

Mr. Humphrey Bishop, an artist to his finger-tips, and the possessor of a mellow, bass voice of considerable range, and Miss Nora Moon, one of the best sopranos we have heard for a long while, balanced the humour of Mr. Russon and the dainty, sprightly dancing of Mlle. Suzanne Verney, whom alone to see is worth the while, and Mr. Stanley Vilven, a powerful, pleasant tenor, also sang very acceptably. His voice harmonised perfectly with the violin obligato of Miss Keymer.

The Wedgwood Classics is a high-class mélange of grand and light opera, classical posing, and dancing, and it is most effectively staged. One is not disposed to cavil at the writer who described it as "the finest artistic production on the Vaudeville Stage." Especially effective in the setting for the singing of "The Rosary" by Miss Nora Moon. Mlle. Verney dances delightfully and captivates to the music of Schubert, Rubenstein, and Greig. Due recognition must also be accorded to the very fine "Prison Scene" from Faust, in which the characters were sustained by Mr. Humphrey Bishop (Mephistopheles), Mr. Stanley Vilven (Faust), and Miss Nora Moon (Margaret).

CARDINAL GOTTI'S CAREER.

COALHEAVER'S SON WHO STOOD NEAR PAPAL THRONE.

Cardinal Gotti, whose death has been announced, was one of the most brilliant of the surviving cardinals created under the Leonine Pontificate.

A son of a coalheaver in Genoa dockyards, he gained early distinction in mathematical and nautical sciences, and so great was Leo XIII's appreciation of his abilities that he recommended him as a possible successor, and a few days before his death, secretly gave him £40,000 he had saved in Vatican expenses. This sum Cardinal Gotti was able to present, amidst general amazement, to Pius X. on the morning of his election to the Papacy. Cardinal Gotti himself was a leading Papabile in two successive conclaves, but, being a staunch Carmelite friar, his membership in the monastic order finally precluded his election. He succeeded the veteran Polish Cardinal Ledochowsky, the Red Pope and imprisoned victim of German Kultur, in the Government's vast institution known as the "Propaganda Fide," and for the past 14 years had acted as the foreign secretary of the Catholic Church. Though a warm admirer of the Kaiser, one of Cardinal Gotti's last hopes, expressed on his death-bed, was that before the end of the war Palestine might be wrested from Turkish rule and placed, preferably, as he said, under the liberal protectorate of Great Britain.

DEATH OF SIR GERARD LOWTHER.

DIFFICULT TASKS IN DIPLOMACY.

Sir Gerard Augustus Lowther, formerly British Ambassador at Constantinople, who died last month at Sandwich, where he had been lying ill for many months, in his 59th year, acquitted himself very successfully in Morocco of a by no means easy task. For though after the Anglo-French Agreement, and especially after the Algeiras Conference, when he succeeded Sir Arthur Nicolson at Tangier, British policy in Morocco was necessarily subordinated to that of France, German intrigues continued to find in the administrative chaos of the country ample opportunities for mischief, and it was the business of British diplomacy to give loyal support to France whilst continually striving to avert complications which would have endangered European peace.

Far more difficult, however, was the situation with which Sir Gerard was confronted when he was promoted to the post of British Ambassador in Constantinople after the death of Sir Nicholas O'Connor. Public opinion in the liberal countries of the West had greeted the Turkish Revolution with the utmost enthusiasm, and sympathy with the Young Turks had been intensified by the action of Austria-Hungary and Bulgaria in taking advantage of that critical period to gratify their own ambitions at the expense of Turkey by the annexation of Bosnia and Herzegovina and the proclamation of Bulgarian independence in defiance of existing treaties. The triumph achieved with the help of Germany's shining armour over the international law of Europe did not tend to increase the influence of England and her *Entente* friends in Constantinople, and from that moment the Young Turks, who had at first shown some signs of revolt against the tutelage which Germany had imposed upon Turkey with the connivance of Abdul Hamid, also began gradually to turn once more towards "the man with the big stick" in Berlin.

Sir Gerard Lowther, he it said to his credit, was among the first to detect the cloven hoof under the mantle of liberalism with which the Young Turks had originally clothed themselves. With the overthrow of Kiamil Pasha the power passed definitely into the hands of the Committee of Union and Progress, and the worst elements in it took control. But whilst our Foreign Office was driven by the revival of all the worst methods of Hamidian misgovernment in Turkey into an attitude of increasing antagonism to the Young Turks, the desire to avoid any appearance of thwarting in the Near East the economic expansion of Germany, though her influence at Constantinople once more obstructed every attempt to hold the Young Turks to their promises of reform, imparted to British policy a measure of uncertainty and vacillation for which the Ambassador was often held by the outside public undeservingly responsible. The strain told heavily upon Sir Gerard Lowther's health, especially during the Balkan Wars, and he was already a very sick man when he retired. As is often the case with men of his powerful build, whose health has once given way, he never recovered sufficiently to enjoy the rest and leisure which his long years of distinguished service might well have earned for him.—*Times*.

CANADIAN SHELLS.

PREMIER REPLIES TO SUGGESTION OF A SCANDAL.

In the Dominion House of Commons Sir Wilfrid Laurier moved a resolution for a Parliamentary inquiry into purchases and contracts for munitions made by the Shell Committee of Canada. He charged the Shell Committee with responsibility for loss of time in furnishing shells, and said that because of this battle had been lost and thousands of lives sacrificed. "For that he held the Government responsible and demanded investigation."

Sir Robert Borden, in reply, deprecated the charges, which, he said, were founded upon newspaper rumours, and promised to contradict every allegation made by the Leader of the Opposition.

Replying to the accusation that only 2 per cent. of the total orders had been forwarded, the Premier said that £20,000,000 worth had been delivered. The shells were said to have been produced by Mr. Lloyd George as second to none in promptness of delivery. The price was as low and the quality as good as of any other shells.

The Premier added that the Imperial authorities are so satisfied with the first supply of shells that they placed orders subsequently for £20,000,000 worth. All the prices paid in Canada were either fixed or approved by the British Government, and amounted to £20,000,000 less than the prices paid in Great Britain.

The Prime Minister read out a letter from Lord Rhodesha repudiating an alleged interview hinting at partisanship in the awarding of contracts.

It would be contrary to British practice to investigate these allegations during the war, and it would hamper the production of munitions, besides exposing British methods to the enemy. There would be no investigation, unless it was authorised by the British authorities, but if any charge was made against a member of the Government, an immediate inquiry would be granted.

W. & A. J. Napier & Co.
NAPIER JOHNSTONE'S
 "SQUARE BOTTLE"
 WHISKY.
 UNVARIED FOR OVER
 150 YEARS.
 THE SAME TO-DAY AS IN
 1745.
 BEWARE OF
 IMITATIONS.
 SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
 and from ALL WINE MERCHANTS.

ARMOR'S
CURE for
ASTHMA
 FAMES FOR 40 YEARS.
 Sold in this by all
 Chemists and Stores
 throughout the Country.
 Beware of Imitations.

APIOLINE
 (CHAPOTEAU)
 For functional troubles, delay, pain
 and those irregularities peculiar to
 the sex.
 Prescribed by the highest French
 Medical authorities and superior to
 any other medicine.
CHAPOTEAU, 5, rue Vivienne, Paris.
 Sold by all Chemists.

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION No. 4
THERAPION No. 5
THERAPION No. 6
THERAPION No. 7
THERAPION No. 8
THERAPION No. 9
THERAPION No. 10
THERAPION No. 11
THERAPION No. 12
THERAPION No. 13
THERAPION No. 14
THERAPION No. 15
THERAPION No. 16
THERAPION No. 17
THERAPION No. 18
THERAPION No. 19
THERAPION No. 20
THERAPION No. 21
THERAPION No. 22
THERAPION No. 23
THERAPION No. 24
THERAPION No. 25
THERAPION No. 26
THERAPION No. 27
THERAPION No. 28
THERAPION No. 29
THERAPION No. 30
THERAPION No. 31
THERAPION No. 32
THERAPION No. 33
THERAPION No. 34
THERAPION No. 35
THERAPION No. 36
THERAPION No. 37
THERAPION No. 38
THERAPION No. 39
THERAPION No. 40
THERAPION No. 41
THERAPION No. 42
THERAPION No. 43
THERAPION No. 44
THERAPION No. 45
THERAPION No. 46
THERAPION No. 47
THERAPION No. 48
THERAPION No. 49
THERAPION No. 50
THERAPION No. 51
THERAPION No. 52
THERAPION No. 53
THERAPION No. 54
THERAPION No. 55
THERAPION No. 56
THERAPION No. 57
THERAPION No. 58
THERAPION No. 59
THERAPION No. 60
THERAPION No. 61
THERAPION No. 62
THERAPION No. 63
THERAPION No. 64
THERAPION No. 65
THERAPION No. 66
THERAPION No. 67
THERAPION No. 68
THERAPION No. 69
THERAPION No. 70
THERAPION No. 71
THERAPION No. 72
THERAPION No. 73
THERAPION No. 74
THERAPION No. 75
THERAPION No. 76
THERAPION No. 77
THERAPION No. 78
THERAPION No. 79
THERAPION No. 80
THERAPION No. 81
THERAPION No. 82
THERAPION No. 83
THERAPION No. 84
THERAPION No. 85
THERAPION No. 86
THERAPION No. 87
THERAPION No. 88
THERAPION No. 89
THERAPION No. 90
THERAPION No. 91
THERAPION No. 92
THERAPION No. 93
THERAPION No. 94
THERAPION No. 95
THERAPION No. 96
THERAPION No. 97
THERAPION No. 98
THERAPION No. 99
THERAPION No. 100

**At times of
 crisis it must
 be Bovril**

**BRITISH TO THE
 BACKBONE**

"A Good Digestion"

This excellent wish may be realised by taking the 'Allenburgs' DIET, which affords an ideal food for those of weakened or temporarily impaired digestion. Prepared from rich milk and whole wheat—the two vital food elements combined in a partially predigested form.

Made in a Minute—
 Add boiling water only.

The 'Allenburgs' DIET is a Food for
 Adults and is quite distinct from the
 well-known 'Allenburgs' Food for
 Infants.
ALLEN & HANBURYS Ltd.
 24, Peking Road, SHANGHAI
 and London, England.



NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE SS. "CHIVO MARU," stranded on
 Tanaka Island on the 31st March, 1916,
 having, with all cargo on board, become a
 total loss, the consignees are hereby notified
 to produce at the Local Office of the Com-
 pany full set of Bills of Lading for certification
 of loss and countersignature.
 (Sd.) K. DOI,
 Acting Agent.
 Hongkong, 8th May, 1916.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
 SINGAPORE.

THE Steamship

"KUMSANG"

having arrived from the above Ports, Consignees
 of Cargo by her are hereby informed that all
 goods are being landed at their risk into the
 Hongkong and Kowloon Wharf and Godown
 Co., Ltd., whence and/or from the wharves
 delivery may be obtained.
 Goods not cleared by the 13th May,
 will be subject to rent.
 All broken, chafed and damaged packages
 are to be left in the Godowns, where they will be
 examined. Claims against the steamer must
 be presented within 10 days of arrival,
 otherwise they will not be recognized.
 No Fire Insurance will be effected by us in
 any case whatever.
 Bills of Lading will be countersigned by
 JARDINE, MATTHEW & CO., LTD.,
 General Managers.
 Hongkong, 8th May, 1916.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"NOVARA"

Arrived Hongkong on 8th May, 1916,
 FROM BOMBAY, COLOMBO AND
 STRAITS.

Consignees of Cargo by the above-named
 vessel are hereby informed that their goods are
 being landed and placed at their risk in the
 Hongkong and Kowloon Wharf and Godown
 Company's Godowns at Kowloon, where each
 Consignment will be sorted out. Mark by Mark
 and delivery can be obtained as the Goods
 are landed.
 This vessel brings on Cargo—
 From London, &c., ex "Kashmir"
 and "Mores"
 From Persian Gulf, ex "B. L. S. N."
 and "P. & O. S. N. Co.'s Steamer."
 Optional Goods will be landed here unless
 instructions are given to the contrary within
 6 hours.
 Goods not cleared within 8 days including
 date of arrival will be subject to rent.
 No Fire Insurance will be effected by us
 in any case whatever.
 Damaged packages must be left in the Go-
 downs for examination by the Consignees, and
 the Company's Surveyors, Messrs. BONDERS
 & DOUGLAS, at 10 A.M. on MONDAY and
 TUESDAY. All Claims must be presented
 within ten days of the steamer's arrival here
 after which date they cannot be recognized.
 No Claims will be admitted after the Goods
 have left the Godowns.
 E. V. D. PARR,
 Acting Superintendant.
 Hongkong, 8th May, 1916.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 9th.

Previous On Date On Date
 Day at 2 p.m. at 6 a.m. at 2 p.m.

Barometer... 29.93 29.99 29.99
 Temperature... 76 73 79
 Humidity... 66 80 69
 Wind Direction... East East East
 Force... 5 5 3
 Weather... c c c
 Rain... 0 0 0

Highest open-air Temperature on 8th... 78
 Lowest open-air Temperature on 8th... 73

WEATHER REPORT.

On the 8th at 11.50 a.m.—No rain as from
 Japanese stations.

The anti-cyclone having moved eastward,
 pressure has decreased considerably to moder-
 ately at 10 a.m. at coast of China. It has
 increased slightly in southern districts.

Hongkong rainfall for 24 hours ending at
 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at Noon
 to-day is as follows:—

DISTRICT FORECAST.

Hongkong & Neighbourhood E. or variable
 winds, moderate to light; fine.

Formosa Channel... (The same as No. 1.)

South-east of China between the same as
 Hongkong and Formosa... No. 1.

South-east of China between the same as
 Hongkong and Formosa... No. 1.

CHINA COAST METEOROLOGICAL
 REGISTER.

9th MAY, A.M.

Hourly observations at the Hongkong Observatory.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

Time of day, Temperature, Humidity, Wind, Force, Weather.

NAVY'S SHORT WAY WITH THE SON.

PERMISSION TO SET BY ADMIRALTY'S ORDERS.

A grand fleet chaplain gives a delight-
 ful account in the *Westminster* of the
 Navy's Short Way with the Son. He
 thus describes the ritual of sunset:—

To begin at the beginning, the correct
 time is made by wireless from Greenwich
 each day, and with this to aid him the
 navigator of the flagship works out the
 exact moment at which the sun is due
 to set. This is calculated at the mean
 solar time, not the apparent time, so
 that the ceremonies are frequently ob-
 served while a part of the sun is still
 able to watch what is being done in his
 honour. The idea is that if he hasn't
 set he ought to have—and it is by this
 obstinate habit of looking at things as
 they ought to be rather than as they are
 that (well, anybody that likes can com-
 plete this sentence; I, personally, am
 not convinced that the moral of it is
 quite good).

Then, five minutes before the time, a
 preparative flag is hoisted in the flag-
 ship, and certain "repeating ships" do
 the same for the benefit of such vessels
 as are not in sight of the flag. A soon
 as this is hoisted, there is intense agita-
 tion on the signal bridge, every signal-
 man having his eye glued on this
 "preparative." At the same time one of
 their number reports the matter to the
 Officer-of-the-Watch, who in turn reports
 to the captain, with the formula, five
 minutes to sunset, sir, the captain re-
 plies, "Carry on, please," thus giving
 the sun the official permission to set by
 order of the Admiralty.

The five minutes pass. Suddenly the
 flagship "hauls down" the repeating
 ships do likewise, and in every ship of
 the fleet an excited signalman bawls
 loudly to the Officer-of-the-Watch—"Sun-
 set, sir!" The bugler sounds the "Still."
 Everyone on deck drops his work or his
 recreation, and stands strictly to atten-
 tion, facing the colours. All officers
 raise their hand to the salute. The as-
 sembled buglers sound a long call, weird
 and plaintive, a lament for the dying
 day, and the White Ensign comes slowly
 down. Then sound the two sharp notes
 of the "Carry-on"—and sunset is over.

And when during the summer in
 Northern latitudes the sun takes up the
 ridiculous attitude of refusing to set
 till midnight, if at all, the Navy has a
 short way with its recalcitrant god, like
 those West Africans who beat the image
 of their deity when he refuses to send
 rain: the order is issued, "Sunset will
 be at such-and-such a time"—and if the
 sun will not fall in with the Navy's
 ideas, well, that is his lookout! Like
 many another servant of the Navy, he
 is told to retire at a time when he feels
 he has a lot more work in him. But he
 continues to shine on the ship all the
 same, just as many a man "retired for
 good" is now digging out as hard as ever
 for the good of the service.

Sunset is just about to sound off as I
 write; let me go on deck and once more
 see that deity which never loses its im-
 pressiveness, and pray while bugle peals
 forth its sad notes that the sun may
 never set upon our Banner of the Cross
 the White Ensign.

HUSBANDS WHO RULE WIVES.

WHOLESALE DENIAL OF THEIR VERY EXISTENCE.

"You really ought to be able to manage
 your own wife," said Mr. Fordham,
 magistrate at West London Police Court,
 to a man seeking his advice for his mar-
 ital troubles.

The Applicant: I can't do anything
 with her.

Mr. Fordham: I can only advise you
 to rule your own wife. Every man
 ought to rule his own wife by kindness.
 I cannot do anything for you.

The publication of this dialogue in the
Daily Mail sent a number of indignant
 husbands to their writing desks. One
 correspondent, who signs himself Four-
 teen Years' Defeat, says: "I once read
 of Mr. Fordham that 'he owns a coun-
 try estate, and is an expert in hus-
 bandry.' If he really meant what he
 said to the married man who asked his
 advice he is no expert in the other sort
 of husbandry."

"I cannot rule my own wife, and I
 am waiting to meet the man who rules
 his wife. There are a few men who think
 they rule their wives, and a good many
 men who boast that they rule their wives;
 but that is another matter. Those who
 boast usually first look round the room,
 railway carriage, office, bar, or other
 premises to make sure no one is there
 who repeats things."

"Of all futile suggestions for the
 ruling of a wife," says a third husband,
 "commend me to 'kindness.' All wom-
 en, wives especially, have an instinctive
 suspicion of kindness. Whenever I make
 any extra efforts in that fatal direction
 my own wife at once suspects me of
 having done something she has forbidden
 me to do. She is generally accurate in
 the diagnosis, and many a misguided
 little girl or honeyed word has proved
 my undoing."

"For my own part I gave up trying
 to rule my wife within about ten minutes
 of the wedding ceremony. To that
 prompt acceptance of the counsel of my
 own father I owe a more placid married
 career than most of my fellows. My wife
 is so pleased with my frequently expres-
 sed admission that she rules me that I
 constantly get my way while she thinks
 that she is getting her way. This is a
 common enough experience of wives; it
 is a unique experience for a husband.
 "As perhaps the only husband in Eng-
 land who really rules his wife, I say to
 all husbands, when you want to do any-
 thing that your wife does not want you
 to do pursue the tactics of Daniel Leno,
 who then, he was, courting at the house
 of the Japanese lady whose father had
 a nasty word walked backward to make
 believe that he was going the other way."

A JEANNE OF THE FORGE.

THE BREASTPLATE SHE MADE FOR SAM.

AN ECHO OF THE MIDDLE AGES.

A very charming story of an English
 forge is told under the familiar initials
 of "J. E. G. de M." in the *Contemporary
 Review*.

It tells of that never-ending forge "on
 the top of Black Hill," which has never
 ceased to serve men for hundreds of years.
 To-day as yesterday you hear its welcome
 sound, "the ringing, clear-cut musical
 note of the blacksmith's hammer which
 recalls the beginnings of modern man,
 the clatter of the Iron Age, we may call
 it."

"The forge is older, far older, than the
 manor house—older perhaps than even
 the yew which saw the house a-building.
 It is, if all tradition be faithful, a mem-
 orial of the earliest Iron Age. It was on
 this spot that the first smith made plough-
 shares and swords, weapons of war and
 industry."

"A site such as this gives the mind and
 the heart some idea of the continuity of
 life in England, not in the great ancient
 towns which trace their lives back to
 Roman and even pre-Roman days, but in
 the wild countryside."

"On this highest point of the main
 road the southern sky-line is stained with
 the slight smoke of a considerable cathed-
 ral town, the spire of the cathedral
 showing in all clear weather like a needle
 on the very verge of the horizon. That
 building is associated with all the thought
 and action which has dominated this re-
 gion since the thirteenth century. The
 walls bear records of many wars and war-
 riors, of saints and statesmen, poets and
 lawyers, knights and dames who have
 left the impress of their lives, their hopes
 and fears, upon many generations. And
 all of these, sturdy men and pillioned
 women, have passed this way often enough
 and have heard the ring of the hammer,
 early and late, deepening into clangour
 as they drew rein in sight of the blazing
 fire and called for the smith and his aid."

THE ETERNAL JOHN SMITH.

"For he was an armourer once, was
 John Smith, and the temper of his sword
 was the measure of his fame. From here
 the eye can detect in the hilly, wooded
 distances, many a seat, sites of castles of
 old; and to-day there is no one of these
 old houses but has old weapons in store
 that, once upon a time, were wielded by
 John Smith on Black Hill. 'Twas his
 hammer, too, that wrought the gates and
 other leaved iron-work in the

RUMANIA'S POLICY. VIEWS OF STATESMEN.

The *Journal des Balkans* publishes the following interviews with regard to M. Marghiloman's declarations, the substance of which has already been telegraphed.

M. Take Joneco declared that M. Marghiloman's claim that Rumania ought to adhere to the decision of the Crown Council was absurd, for the Rumanian Constitution had never contemplated an institution of that sort. Those who attributed authority to the Crown Council really wished to impose their will upon the nation. The King, Parliament, and the Government were the only constitutional authorities who could decide the policy of the country.

Replying to the assertions of M. Marghiloman, that Rumania ought to look towards Bessarabia, and also to obtain the concession of Transylvania by diplomatic means, M. Take Joneco said:—

"It was the Hungarian aberration, which precipitated the European war, and caused so much sacrifice. We shall never give up the idea of a greater State, united into a single nation. Never, and no-one will be able to cause Rumania to march with the Austro-Germans. I have no disquietude on that score, but other matters are my care. At present M. Marghiloman is no longer in touch with the nation, and he hopes to induce the Germans to threaten Rumania."

The second interview was with M. Michel Cantacuzene, the leader of the Conservatives, who declared that M. Marghiloman had pursued a Germanophile policy from the beginning of the war. It was for that reason that the Conservative party removed him from the leadership. The Crown Council, he added, was an institution without value, being unconstitutional. The nation ought to come to a decision through its organs, which were Parliament and the King. Even if she were to obtain Bessarabia, Rumania would be unable to keep it against Russia, which was a great Empire, with a great political future. Rumania could not march with her natural enemies—Hungary and Bulgaria. She must obtain Transylvania and the Bukovina, which were the cradle of the Rumanian race.

The third interview was with a member of the Government. Replying to M. Marghiloman's complaints that the Government had adopted military measures along the frontier of Austro-Hungary and Bulgaria without taking similar steps along the Russian frontier, he said:—

"The Crown Council which decided upon neutrality and upon the armed defence of the Rumanian frontiers, only took precautions along the Austro-Bulgarian frontiers when these two countries began to menace Rumania. There has been no menace from Russia, therefore no steps have been taken on her frontiers."

GERMAN INTRIGUES.

Since the purchase of the British Commission of 400,000 tons of corn from Rumania, those Rumanian papers which are in the pay of Germany publish nearly every day long criticisms of the clauses of the contract. German agents are scouring the country, endeavouring to persuade farmers to hold their crops, predicting a certain rise in prices, or attempting to show that some of the clauses in the contract are contrary to the interests of the sellers. At the same time, a secret campaign is being carried on against the composition of the British Commission. In a word, German agents are doing everything possible to prevent the carrying out of the contract. The *Journal de l'Asie*, the organ of M. Marghiloman, published in French, is the prime mover in this campaign.

In one of its most recent issues the *Politique* declared that Mr. Rosenthal, one of the members of the British Commission, was making inquiries into the financial position of certain producers, in order to take advantage of their financial embarrassment to obtain better terms for the purchase of their grain. Mr. Rosenthal has categorically declared that there is not a word of truth in these assertions.

The *Rumanian*, the organ of M. Take Joneco, has just replied in a very plain-spoken way to the misrepresentations of the *Politique*. Its article is headed "Disgraceful Methods," and it speaks of the Rumanian newspapers which are either supported by the Germans or are devoted to their cause as "the journals of the traitors." After fully explaining the advantages to Rumania of the British grain contract, which brings £300,000,000 into the country, the article of the *Rumanian* concludes: "For a long time the country has known all about the traitor's gang. We doubt whether there is another nation in the world which would tolerate their behaviour."

PROBLEM OF INTERVENTION.

From the political point of view, the position of the *Entente* has improved considerably as the result of the latest military events, the Russian offensive in Galicia, and especially the situation of the Allies at Salonika.

The Rumanian Government feels that it is supported, and has less fear of Austro-German action on its northern and north-western frontiers, and no longer any fear of an attack by Bulgarians. This, of course, does not mean that Rumania intends very shortly to depart from her neutrality. But it may be supposed that when the Russian offensive in Galicia has indisputable chances of success, and when the Allies come out from their entrenched camp at Salonika and seriously threaten Sofia and Constantinople, then the Rumanian army may in its turn begin similar action in the Carpathians and on the Danube.

Events on the Western front, especially at Verdun, are followed with great attention here, and may have great influence, if they are clearly in favour of the Allies. Rumania is not likely to abandon her neutrality, which has been so profitable and so advantageous, until the day when she is fully convinced that she can obtain thereby the maximum of results with the minimum of effort. *Reuter.*

PARIS ECONOMIC CONFERENCE.

RESTORATION OF FAIR TRADE.

The Paris correspondent of *The Times*, writing on March 28, says: the Economic Conference of the Allies, to be held at the end of April, is arousing the interest and discussion of public-spirited persons. It is generally conceded that a policy of "laissez aller," to paraphrase Mr. Hughes, would play into the hands of the enemy and prolong the war. As was inevitable, the discussion, in public and private, has revealed great diversity of views. Some are for extreme measures—nothing short of the annihilation of German trade after the war and of treating the German trader, especially if he settles in France, as a species of ticket-of-leave man. One must, however, realize the impossibility of destroying the commercial activity of a nation of 70 million laborious and methodical people. There is, nevertheless, a great deal to be done in the intelligent regulation of German efforts to secure trade. War has destroyed the Treaty of Frankfurt and the species of commercial vassalage to which France was forced to submit. There is a natural determination never to allow the enemy to obtain his old mastery. This may be done in various ways:—

- (1) By raising a tariff wall against dumping.
- (2) By taking measures against a system of bonuses, whereby German shipping-lines obtain an unfair advantage.
- (3) By preventing the re-establishment of so-called commercial associations which, in reality, offer opportunities for espionage.

Among thoughtful people these are regarded as legitimate objects for discussion at the Conference, though it is admitted that the subject is hedged about with difficulties, from the divergent interests that have to be considered.

Though the position of England is by no means clear to the Continental observer, and one has looked in vain, on this side of the Channel, for any definitely Government pronouncement, it is felt that a large body of commercial opinion, both in Manchester and elsewhere, is deeply concerned with the question, and is as anxious as France to ensure that the new opportunities shall not be given to the Central Empires to expand at the expense of the Allies. Yet French people realize that time must be given to Great Britain to adjust her traditional fiscal policy to the new needs imposed by the war. An utter reversal of Free Trade would be viewed here, in many quarters, with dismay, for France has notoriously profited by the "open door" across the Straits; but nothing would create a more unfortunate impression than if England were to decline to take any action on the pretext of the complexity of the problem. It is necessary that she should show a loyal spirit of adaptability, even at the sacrifice of some of her cherished principles. As the *Times* insisted in a recent article, the spirit of routine and bureaucracy must depart in favour of those solutions which the actual circumstances dictate.

The suggestion that Mr. Hughes should take part in the Conference is a pleasant reminder to the French of the virility and efficacious aid of the British Dominions in the present war. The Australian Premier's speeches have struck the right note here and shown that, at least in one part of the wide Dominions of Great Britain, statesmen realize that a new policy of trade defence is required. This excellent impression must not be weakened by any unimpaired interpretation of their mandate by the British delegates.

QUESTION OF FREIGHTS.

More especially is it necessary to remove any suggestion of self-interest, which the high freights between France and England have possibly induced in certain minds. An important debate on this subject took place last week in the Chamber, and it was then declared that France now paid £80,000 a day instead of half that amount, which is the normal, to foreign shippers, and that three-quarters of the sum went to England. Though M. Marechal, the Minister of Public Works, testified to the official attempts made in England to re-establish the balance, various spokesmen insisted on the immense harm done to French trade by the exorbitant character of the rate. A flagrant instance was quoted from Marseilles. Whereas the old figure was 85. 50c. a ton, the rate had risen as high as 120c. a ton. Naturally, traders will expect the Conference to discuss and remedy, if possible, these inequalities, even though they are largely caused by the dearth of shipping brought about by military requisition, just as they will hope for financial arrangements relieving the present high rate of exchange, which adversely affects the purchasing power of French currency abroad.

Connected with both these questions is that of the supply of raw material in France. There is an evident desire to get on foot again industries that are stopped for want of coal or other supplies, particularly where a sufficient quantity of labour, either male (above the military age) or female, can be obtained, and it is thought that from the deliberations of experts may emerge some definite solution which would advantage French manufacturers and thus reduce the cost of living and yet not weaken the prime cause, which is that of victory. These are minor questions, perhaps, but they possess their importance and are being constantly discussed in the public prints.

Finally, it must not be supposed that the French have any intention of luring the British delegates into any political ambush. Their object is much higher—namely, the safeguarding of the essential fiscal and commercial interests of the Allies, to promote trade within the circle of their friends, and to control, by a rational system, the German efforts which are at times to follow peace.

KRUPP AND OUR PATENTS. GERMAN WORK IN SCIENCE CONSIDERED.

NO GREATER THAN OUR OWN.

Sir Robert Hadfield writes apropos of a discussion on British trade and applied science in a home paper:—

In my own line of research—the science of metallurgy—I say unhesitatingly that Germany's advance has been based not entirely upon British, French, and American inventions and practices, most of them freely placed at their disposal, but for these Germany could not have reached the strong position she has done. Her thanks for the knowledge so made available are displayed by an exhibition of barbarism unmitigated in even the Dark Ages.

After long experience, I am convinced that we have never been indebted to Germany for a single basic principle. At the company's works in Scotland, employing some twelve thousand men, and where most of my research work, extending over thirty years, has been carried out, I am not aware that we have any German process or apparatus in use. I believe that we still have some German bankers in our laboratory, but I am glad to think that they are now being replaced by English-made glass ware.

The results of these researches have been embodied in some sixty or more papers and contributions to the Royal Society, Iron and Steel Institute, Civil Mechanical, Electrical Engineers, Institutions, and several other scientific and technical bodies. So far from the fruits of our research work being selfishly kept in our own laboratories, the knowledge obtained has been in due time made generally available.

As regards the discoveries and inventions effected and described in the way mentioned, manganese steel, low hysteresis steel, and many other special alloy steels have been adopted throughout the world since my first Iron-Manganese Alloy paper was presented in 1886. That contribution was, indeed, practically the beginning of this particular branch of investigation; and many of these inventions have been adopted by Germany herself. Whilst, of course, I fully appreciate that country's energy, perseverance, and devotion to science, up equal tribute can be paid to other nations, including our own.

LEADERS OF RESEARCH.

American and Continental writers have been good enough to say that my first research in manganese steel was not only important, but to use the words of Osmond, the leading French metallurgist, "a discovery which ranked equally in importance with that of the effect of quenching carbon steel, and was only one of the same order which it had been reserved for our age to make."

In respect to scientific progress in metallurgy, we admit that we are much indebted to France, though we owe no such debt to Germany. I refer specially to the valuable and painstaking work of Professor Henri le Chatelier, who by his researches has enabled us to carry out wonderfully accurate measurements of high temperatures. It may, too, be added, and must not be forgotten, that Wedgwood, an Englishman, was several generations ago one of the leaders of research in this direction. Later, Professor Callender and Dr. Whipple, of Cambridge, have added greatly to our knowledge. Mr. Charles B. Darling lately read a paper before the Society of Arts, entitled "Recent Progress in Pyrometry," from which it will be seen that little if any credit in this matter also could be claimed by Germany; on the contrary, she has utilised British, French, and American investigations.

PRODUCTION OF CHEAP STEEL.

The Bessemer process, from which Germany has derived so much benefit, was certainly not invented there. The discovery of the basic steel process was also due to our chemists, Thomas, Gilchrist, and Snelius, and to M. Pierre Martin, in France. It is to this process that Germany is largely, in fact chiefly, indebted for her developments in the production of cheap steel. Moreover, she obtained most of her ideas about metallurgical plant from the streams of Germans who visited our cousins over the water to pick up all the information they could whilst America was developing her steel industry. There was nothing improper in that method of acquisition, but again it was copying, not originating.

As an engineering point, it may be interesting to note that a great deal of the German export business has been developed by bounties, that allowed on steel rails, for example, amounting to as much as £1. 10s. per ton. Imagine what it would have been if the metallurgical industry of this country had been supported by such enormous bounties. I am not speaking of the rights and wrongs of such an economic policy, but it is unfair conditions of this kind, including, for example, the misuse by Germans of patents in Great Britain, which have largely enabled Germany to fight us.

In justification of my statement, I may quote from a recent article: "Co-ordination of Resource for our Export Trade," in one of our leading technical papers, *Engineering*. The writer says:—

Everywhere she (Germany) had found a fair field for her commercial efforts. In England her sons had been treated as the equals of loyal subjects of the Crown, although she had endeavoured to shut British products out of her own markets, and in most other countries she had the advantage of the "most-favoured-nation" clause equally with ourselves. As long as she played the game, as it is understood commercially, German business men were free to enter all markets, and to make their profits wherever they could, without creating any ill-will.

KRUPP AND BRITISH PATENTS.

With every word of the above I agree, and as our hospitality has been abused, we must take steps to prevent a repetition of such action in the future. A very shrewd naturalised German in this country told me long before the war that until we made up our minds to stop this unfair competition our iron and steel industries were bound to suffer, and could not make progress in the direction of much larger production.

Personally, I may say that Krupp has worked a number of my own patents, as well as many other British patents, so evidently he has not considered that he possessed all the metallurgical wisdom in the world. The late Dr. Geheimrath Wedding, of Berlin, said, when he visited my company's works in Sheffield in 1893, during the Iron and Steel Institute meeting there, that "the research laboratory of the Hadfield Works is of a completeness which would serve as an example to every academy in Germany."

FOR POLAND.

[BY MAURICE MASTERLINCK.]

The Allies have entered into a solemn compact that none of them will conclude a separate peace. They undertook recently, by an equally irrevocable convention, that they would not lay down arms until Belgium was delivered.

These two acts, one of prudence, the other of elementary justice, appear at first sight superfluous. Yet they were necessary. It is well that nations, even more than men, because their conscience is less stable, should secure themselves against the mistakes and weakness and ingratitude which too often accompany strife and which even more often follow victory.

To-morrow they will do for Serbia what they have done in the case of Belgium; but there is a third victim, of whom too little is said, who has the same rights as the other two, and to forget her would for ever attain the honour and the justice of those who took up arms only in the name of justice and honour.

II.

I need not recall the fate of Poland. It is in certain respects more tragic and more pitiful than that of Belgium or of Serbia. She had not even the opportunity to choose between dishonour and annihilation.

Three successive acts of injustice, which were, until to-day, the most shameful recorded by history, deprived her of the glory of that heroic choice which she would have made in the same spirit, for she had already thrice made it in the past—a choice which this day sustains and consoles her two martyred sisters in their profoundest tribulations. It would be to unjust if an ancient injustice, which even yet weighs upon the memory and the conscience of Europe, should become the sole reason of yet a last injury, which this time would be inexplicable.

III.

True, the Grand Duke Nicholas made noble and generous promises to Poland, and these promises were repeated at the opening of the Duma. This is good, and shows the irresistible force of the awakening conscience of a great Empire, but it is not enough. Such promises involve only those who make them; they do not bind a nation. We will not insult Russia by doubting her intentions; but among all the certainties which history teaches us there is one that has been acquired once and for all, and this is that in politics and international morality intentions count for nothing, and that a promise, made by no matter what nations, will be kept only if those who make it also render it impossible for themselves to do otherwise than keep it. For the rest, the question at present is not one of intentions, nor confidence, nor pity, nor even of interest.

Others have spoken and will speak again, better than I could, of Poland's terrible distress and of the danger, which is far more formidable and far more imminent than is generally believed, of these German intrigues which are seeking to seduce from us and, despite themselves, to turn against us twenty millions of desperate people and nearly a million soldiers, who will die, perhaps, rather than join our enemies, but who, in any case, cannot fight in our ranks as they could have done had the word for which they are waiting in their anguish been spoken before it was too late.

IV.

But, however grave the peril, we are, I repeat, far less concerned with this at the present moment than with the question of justice. Poland has an absolute and sacred right to be treated even as the other two victims of this war of justice. She is their equal; she is of the same rank and on the same level. She has suffered what they have suffered, for the same cause, in the same spirit, and with the same heroism; and if she has not done what the two others have done it is because only the ingratitude of all those whom she had more than once saved, together with one of the greatest crimes in history, prevented her from doing so.

It is time for the Europe of to-day to repair the injury committed by the Europe of other days. We are nothing, we are no better than our enemies, we have no title to deliver millions of innocent men to death, unless we stand for justice. The idea of justice alone must rule all that we undertake, for we are united, we have risen and we exist only in its name. At this moment we occupy all the pinnacles of this justice, to which we have brought such an impulse, such sacrifices, and such heroism as we shall perhaps never behold again.

We shall never rise higher. Let us, then, form at this present time resolutions which will forbid us to descend; and Europe would descend to a depth greater than was hers in the unparadiseable hour of the partition of Poland did she not before all else repair the immense fault which she committed when she had not yet discovered her conscience and did not yet know what she knows to-day.

country told me long before the war that until we made up our minds to stop this unfair competition our iron and steel industries were bound to suffer, and could not make progress in the direction of much larger production.

Personally, I may say that Krupp has worked a number of my own patents, as well as many other British patents, so evidently he has not considered that he possessed all the metallurgical wisdom in the world. The late Dr. Geheimrath Wedding, of Berlin, said, when he visited my company's works in Sheffield in 1893, during the Iron and Steel Institute meeting there, that "the research laboratory of the Hadfield Works is of a completeness which would serve as an example to every academy in Germany."

JAVA-CHINA JAPAN LIJN REGULAR PORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPARTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	
* TJITABOEM	JAVA & SAIGON		11th May.	SHANGHAI
TJIFANAS	JAVA & SAIGON	9th May.	17th May.	BATAVIA
* TJILIWONG	JAVA & MAKASSAR	10th May.	17th May.	KOBE
TJILATJAP	KOBE & AMOY	12th May.	10th May.	BATAVIA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.
York Buildings, 1st Floor, Hongkong, 3rd May, 1916.

JAVA-PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

Next Sailings for SAN FRANCISCO via NAGASAKI.

Subject to Change Without Notice.

S.S. "ARAKAN"	12th May.
S.S. "TJISONDARI"	11th June.
S.S. "KARIMOEN"	12th July.
S.S. "TJIKEMANG"	11th August.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN,
MANAGING AGENTS.
York Building, Hongkong, 14th April, 1916.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, AND HONOLULU.

JUNE 23 - AUG. 29 - NOV. 4.

AN UNSUBPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, Ice House Street.

Hongkong, 28th April, 1916.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
"TAIYUAN"	in port	20th May.
"CHANGSHA"	16th June	5th July.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
For freight or passage, apply to

H. TIERFIELD & SWIRE.

Hongkong, 28th May, 1916.

TELEPHONE No. 30.

AGENTS.

1653

THE TAIKOO DOCK YARD AND ENGINEERING CO. OF HONGKONG, LTD. TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS SALVORS AND REPAIRERS. BOILERMAKERS
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shop extending to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:
JOHN I. THORNTON & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 1 1/2 to 165 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon
of the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN AGENTS.

TELEPHONE No. 112

Telegraphic Address: "TAIKOO DOCK"

1653

SHIPPING

ARRIVALS.

ARAKAN, Dutch str., 2,205, S. van Ronkel, 5th May—Munich 5th May, General.
 JAWA-CHINA-JAPAN LIT., 2,953, Owen, 8th May—New York 2nd March, General—Butterfield & Swire.
 GLENCOLE, British str., 3,499, Wm. McChie, 8th May—Singapore 3rd May, General—Order.
 KARE, Chinese str., 381, O. A. Hoeg, 8th May—Amoy 7th May, General—Order.
 KAMAKURA MARU, Japanese str., 3,644, T. Kusano, 8th May—Shanghai 4th May, General—Nippon Yusen Kaisha.
 KENON MARU, Jap. str., from Canton, 8th May.
 NIPPON MARU, Japanese str., 2,963, H. Nagano, 8th May—San Francisco 8th April, General—Toyo Kisen Kaisha.
 NOVARA, British str., 6,850, H. R. Hetherington, 9th May—Singapore 4th May, General—P. & O. S. N. Co.
 SHAWING, British str., from Canton, 8th May.
 ST. ALBANS, British str., 4,118, E. T. Piller, 9th May—Melbourne 14th April, General—Gibb, Livingston & Co.
 SUISAN, British str., 1,706, H. Simpson, 8th May—Singapore 2nd May, General—Jardine, Matheson & Co.
 YUNNAN, British str., 1,129, W. Mesney, 8th May—Manila 6th May, General—Jardine, Matheson & Co.
 YUSHUN, Chinese str., 1,079, W. G. Legge, 8th May—Singapore 2nd May, Coal—Order.

CLEARANCES.

IN THE HARBOR MASTER'S OFFICE.

HAICHING, British str., for Swatow.
 KENON, British str., for Hongkong.
 SHAWING, British str., for Dairen.
 SHENKOU MARU, Jap. str., for Singapore.
 SUSHI-MARU, Jap. str., for Swatow.

DEPARTURES.

CHICAGO MARU, Jap. str., for Tacoma.
 KANSU, British str., for Port Canning.
 KENON MARU, Jap. str., for Chingwan-tao.
 KUMI MARU, Jap. str., for Bombay.
 LOKSANG, British str., for Hothow.
 PEAN, British str., for Manila.
 TILSONDARI, Dutch str., for Batavia.

PASSENGERS.

ARRIVED:
 Per *Yunyang*, from Manila, for Hongkong, Major and Mrs. Daniel and child and Mr. MacLaren.
 Per *Kamakura Maru*, from Seattle, etc., for Hongkong, Mrs. F. Green, Mr. E. E. Huckle, Mr. A. Christopher, Mr. Michi Ogi, Mr. E. Joseph, Mr. F. H. Boroni, Rev. M. Rossillon, Mr. F. L. Simoes.
 Per *St. Albans*, from Melbourne, etc., for Hongkong, Messrs. Fuller, Kilgour, Galt, Walters, Major, Woods, Major Hawkins, Sgt. Major Gardiner, Sgt. Walsen, Messdames Brandon, Usher, Norman, Nettle and infant, Grey and infant, Finlayson, Marsh and infant, Strachan, Misses Ward and Strachan.
 Per *Nippon Maru*, from San Francisco, etc., Miss Olga Aston, Mr. Joe A. Andersen, Mr. Chas. R. Bochart, Mr. Geo. R. Black, Mr. W. R. Cuddy, Mr. A. H. E. Deane, Rev. E. P. Cross, Mrs. L. Deane, Mr. J. C. Eisenman, Miss E. H. Elliot, Rev. Father Fernandez, Mr. T. E. Galt, Rev. Father W. E. Horley, Master E. Horley, Miss E. Horley, Mr. D. H. Jones, Mr. M. E. Keefe, Miss Esther Lindberg, Mr. D. F. McKinney, Mrs. Preston McKinney, Mr. and Mrs. D. R. McEuen, Miss F. R. McEuen, Mr. Henry Milligan, Mr. and Mrs. Thos. McManus, Mr. R. D. Morrison, Mr. B. L. Normann, Mr. W. L. Patterson, Mr. C. R. Sprung, Mrs. E. Sanderson, Mr. N. C. Tuxbury, Rev. and Mrs. W. M. Thomas, Mr. and Mrs. M. White, Mr. Geo. H. Wadleigh, Miss F. Walther, Mr. D. I. Walsh, Mr. Roy Zuber.

VESSELS EXPECTED.

CANADIAN MAILS.
 The *Empress of Japan* left Vancouver on Thursday, the 4th instant, p.m.
 The str. *Empress of Russia* left Nagasaki on Saturday, the 6th instant, a.m., and arrived at Manila yesterday.
 ROYAL MAIL S. S. CO.
 The str. *Corinthian*, from England, is due in Hongkong end of May.

MERCHANT STEAMER.

The str. *Benloli*, from Middlesbrough and London, left Singapore for this port on 5th instant, and may be expected to arrive here tomorrow.
 The str. *Kanlon Maru* is expected here from New York on 16th inst.

LATEST STEAMER MOVEMENTS.

The str. *Empress of Asia* arrived at Vancouver on Saturday, the 6th instant, p.m., leaves Vancouver on Thursday, the 18th instant, and is due to arrive here on Wednesday, the 7th June.
 The str. *Monteagle* left Kobe on Sunday, the 7th instant, p.m.
 The str. *Shirata* left Calcutta on the 7th instant, and may be expected here on or about the 23rd instant.

VISITORS TO CANTON

Should Purchase
 "FROM HONGKONG TO CANTON BY THE PEARL RIVER,"

BY CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans

PRICE \$1.75

On Sale at:—

Hongkong: "Daily Press" Office.
 "Messrs. Kelly & Walsh, Ltd."
 "Messrs. Brewer & Co."
 Canton: Messrs. A. S. Watson & Co.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	MERIONETHSHIRE	Brit. str.	—	G. Manley	JARDINE, MATHESON & Co., Ltd.	On 13th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	Tosawa	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R. Hetherington R.N.R.	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	PORT OF LINCOLN	Brit. str.	—	J. McGregor	P. & O. S. N. Co.	On 2nd June, at Noon.
GENOA & LONDON	PORT OF LINCOLN	Brit. str.	—	J. McGregor	THE HAZE LINE, LIMITED	On 4th June.
LA SEILLE VIA PORTS	PORT OF LINCOLN	Brit. str.	—	J. McGregor	SEAWAY, TOMES & Co.	On 22nd inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	JESERIC	Brit. str.	—	R. White	MESSAGERIES MARITIMES	On 23rd inst.
VICTORIA, S.C. & SERRATEL VIA KIELUNG, &c.	KAMAKURA MARU	Brit. str.	—	T. Kusano	THE HAZE LINE, LIMITED	On 16th inst., at 4 p.m.
VICTORIA & TACOMA VIA MANILA, &c.	CANADA MARU	Jap. str.	—	T. Suruga	OSAKA SHOSHA KAISHA	On 26th inst., at 3 p.m.
MEXICAN, PERUVIAN & CHILE Ports VIA JAPAN	SHIYO MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 18th inst., at Noon.
SAN FRANCISCO VIA NAGASAKI	ARAKAN	Dut. str.	—	A. G. Stevens	JAWA-CHINA-JAPAN LIT.	On 12th inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 16th inst., at 10.30 a.m.
SAN FRANCISCO	CAIROU	Am. str.	—	A. G. Stevens	CHINA MAIL S.S. CO., LTD.	About 20th inst.
SAN FRANCISCO	FLORIDIAN	Am. str.	—	A. G. Stevens	DODWELL & Co., Ltd.	About 30th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN	SHIYO MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 21st inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & HONOLULU	CHINA	Am. str.	—	A. G. Stevens	CHINA MAIL S.S. CO., LTD.	On 23rd June.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EXPRESS OF RUSSIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O.S. LD.	On 17th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	—	W. Dixon Hopeall	CANADIAN PACIFIC O.S. LD.	On 31st inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O.S. LD.	On 14th June.
AUSTRALIAN PORTS VIA MANILA	MONTEAGLE	Brit. str.	—	A. J. Hailley	NIPPON YUSEN KAISHA	On 28th June.
AUSTRALIAN PORTS VIA MANILA	AKI MARU	Jap. str.	—	Yoshihiko	OSAKA SHOSHA KAISHA	On 16th inst., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	TAIWAN	Brit. str.	1 m.	H. E. Hamilton	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	1 m.	E. T. Piller	GIBB, LIVINGSTON & Co.	On 2nd June, at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 13th inst., at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	YOSHIO	Brit. str.	—	Takano	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
YOKOHAMA, KOBE & MOJI	KUMANG	Dut. str.	—	F. Wheeler	JAWA-CHINA-JAPAN LIT.	On 17th inst.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 p.m.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	NIPPON YUSEN KAISHA	On 20th inst.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	NIPPON YUSEN KAISHA	On 13th inst.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at D'light.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	P. & O. S. N. Co.	To-day, at 10 a.m.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	JAWA-CHINA-JAPAN LIT.	To-morrow, at 17th inst.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	MESSAGERIES MARITIMES	On 18th inst., at 10 a.m.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	NIPPON YUSEN KAISHA	About 30th inst.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	OSAKA SHOSHA KAISHA	On 14th inst., at Noon.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	OSAKA SHOSHA KAISHA	To-day, at 9 a.m.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	DOUGLAS LAURENCE & Co.	On 12th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	DOUGLAS LAURENCE & Co.	On 16th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	GIBB, LIVINGSTON & Co.	About 10th inst.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 3 p.m.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 22nd inst.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	NIPPON YUSEN KAISHA	On 20th inst., at 3 p.m.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	JAWA-CHINA-JAPAN LIT.	On 12th inst., at 3 p.m.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	BUTTERFIELD & SWIRE	On 17th inst.
YOKOHAMA, KOBE & MOJI	YOSHIO	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 10 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Wed. 10th May, 5 p.m.
YOKOHAMA, KOBE & MOJI	"KUMANG"	Thursday, 11th May, 3 p.m.
SINGAPORE & PENANG	"YONGSANG"	Friday, 12th May, 3 p.m.
HOIHOW & HAIPHONG	"TAKSANG"	Saturday, 13th May, 3 a.m.
MANILA	"YUENSANG"	Saturday, 13th May, 3 p.m.
KOBE & MOJI	"FOOKSANG"	Tuesday, 16th May, D'light
MANILA	"LOONGSANG"	Saturday, 20th May, 3 p.m.

RETURN TOURS TO JAPAN.

The steamers "KUMANG," "NAMESANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Oshu, Weihaiwei.

Taking cargo on Through Bills of Lading to Kudat, Lahad Dagu, Singapore, Pawan, Uman, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 10th May, 1916. GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215. AGENTS.

Hongkong, 16th April, 1915.

THE ROYAL R.M.S.P. MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

FOR STEAMERS DATE OF DEPARTURE

LONDON "MERIONETHSHIRE" On 13th May.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS.

Telephone No. 215 Sub. Ex. 10

Hongkong, 16th April 1915.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

Calling at SHANGHAI, YOKOHAMA, KOBE and YOKOHAMA

In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA" "EMPRESS OF ASIA"

15,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" REDUCED FIRST CLASS FARES.

"MONTEAGLE" INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF RUSSIA" 17 MAY "EMPRESS OF RUSSIA" 12 JULY

"EMPRESS OF JAPAN" 31 MAY "EMPRESS OF JAPAN" 25 JULY

"EMPRESS OF ASIA" 14 JUNE "EMPRESS OF ASIA" 9 AUG.

"MONTEAGLE" 28 JUNE "MONTEAGLE" 30 AUG.

Calls at Moji instead of Nagasaki.

For further information, Sailing, Guide Books, etc., please apply to

J. H. WALLACE, P. D. SUTHERLAND,

General Agent, Hongkong. General Agent, Passenger Dept., Hongkong.

[110]

P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES

named:—

FOR SHANGHAI, MOJI, KOBE, NOVARA

and YOKOHAMA Capt. H.R. Hetherington, R.N.R. 10 a.m. Direct Service.

LONDON & BOMBAY VIA SINGAPORE, PENANG, NANKIN

and COLOMBO, PORT SAID Capt. G. Manley 19th May Connecting at Colombo with Mail to Karmali.

SHANGHAI, MOJI, KOBE, NYANZA

and YOKOHAMA Capt. S. Barcham 30th May Direct Service.

LONDON & BOMBAY VIA SINGAPORE, PENANG, NOVARA

and COLOMBO, PORT SAID Capt. H. R. Hetherington, R.N.R. 2nd June Connecting at Colombo with Mail to Karmali.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR

P. & O. S. N. Co.'s Office, Acting Superintendent

Hongkong, 10th May, 1915.

VESSELS ON THE BERTH

E. & A. S.S. CO., LTD.

THE Steamship

"ST. ALBANS"

will be despatched for MANILA on or about the 10th inst.

For Freight and passage apply to—

GIBB, LIVINGSTON Co., Agents

Hongkong, 9th May, 1916. [683]

CANADIAN PACIFIC OCEAN SERVICES.

LTD.

(PACIFIC SERVICE).

THE Steamship

"EMPRESS OF RUSSIA"

will be despatched from Hongkong at Noon on

WEDNESDAY,

17TH MAY.

for VANCOUVER via Usual Ports of Call.

Passengers and baggage must be on Board not later than 10 o'clock Morning of Sailing.

J. H. WALLACE, General Agent.

Hongkong, 5th May, 1916. [662]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NANKIN"

Captain G. Manley, carrying His Majesty's Mail, will be despatched from this port on or about FRIDAY, the 10th May, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s "KARMA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per "CALEDONIA," due in London at the 3rd July, 1916.</

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING
From Hongkong Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route and affording the (Quickest) Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "JESERIC" About 5th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... S.S. "CITY OF LINCOLN" ... On 4th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope, at Owners' option. Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR to RINE & Co., CANTON.

GENERAL AGENTS

104

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

WEIHAWEI & TIENSIN ... "FENG TIEN" ... On 10th May, 10 A.M.
HAIPHONG ... "SUNG KIANG" ... On 11th May, 10 A.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGER, MAILS and CARGO. S.S. "ANHEU," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th May, 1916.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

Occupying at 9 to 10 Days

"HAITAN" ... Capt. J. S. Thomson ... FRIDAY, 19th May, at 2 P.M.
"HAIFONG" ... Capt. J. W. Evans ... TUESDAY, 16th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAFRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 9th May, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
ALOUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 10 April 1916.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to COLOMBO	Friday	Str. from Colombo	1916	1916
NANKIN	May 19	KARMALA	June 19	June 25
NOVARA	June 3	MOREA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer	July 31	Aug. 7
NELLORE	July 14	Through Steamer	Aug. 4	Aug. 21
NANKIN	July 28	Through Steamer	Aug. 28	Sept. 4
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

NOVARA ... WEDNESDAY, 10th May.
NYANZA ... THURSDAY, 30th May.
NAGOYA ... SATURDAY, 3rd June.
NELLORE ... SATURDAY, 17th June.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave H.K.	Leave S'PORE	Due at Marseilles	Due at London
	about	about	about	about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at 1/2 and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
E. V. D. PARK,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DEPARTURES	TONS	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	\$ KAGA MARU Capt. T. Kawanishi	13,500	THURSDAY, 25th May, at Noon
	\$ KAMO MARU Capt. Shimizu	16,000	TUESDAY, 7th June, at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	\$ KAMAKURA MARU Capt. Shinichi	12,000	TUESDAY, 16th May, at 4 P.M.
	\$ YOKOHAMA MARU Capt. Shinichi	12,500	WEDNESDAY, 7th June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGALANG, THURSDAY ISLAND, TOWNVILLE and BRISBANE	\$ AKI MARU Capt. Kishikawa	12,600	TUESDAY, 16th May, at 11 A.M.
	\$ TANGO MARU Capt. Oyada	13,500	TUESDAY, 13th June, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	\$ JINSEN MARU Capt. Takahashi	8,000	FRIDAY, 12th May
BOMBAY via SINGAPORE, MALACCA and COLOMBO	\$ RANGOON MARU Capt. Mori	8,000	MONDAY, 22nd May
KOBE & YOKOHAMA	\$ CEYLON MARU Capt. Atago	10,000	SATURDAY, 13th May
MOJI and KOBE	\$ YETOROFU MARU Capt. K. Ogura	8,800	SATURDAY, 20th May
NAGASAKI, KOBE and YOKOHAMA	\$ TANGO MARU Capt. Takano	13,500	SATURDAY, 13th May, at 10 A.M.
SHANGHAI and KOBE	\$ KATORI MARU Capt. H. Kon	11,000	THURSDAY, 18th May, at 10 A.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 850. Return 975.	To London 2nd Single 430. Return 640.
To London via New York Montreal 256.180. Return 256.180.	To London via New York Montreal 256.180. Return 256.180.
To Victoria, Vancouver, Seattle 1st Single 244. Return 244.	To Victoria, Vancouver, Seattle 1st Single 244. Return 244.
To Sydney, 1st Single 240. Return 272.	To Melbourne, 1st Single 241. Return 273.
To Yokohama, 1st Return 1150. 2nd 890.	To Kobe, 1st Return 1132. 2nd 887.

ROUND-THE-WORLD, Tour No. 1 £112.8. Tour No. 2 £111.17.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos 292 and 1941.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
SEIYO MARU	14,000 — 14 knots	TUES, 16th May Noon.
NIPPON MARU	11,000 — 16 knots	TUES, 16th May 10.30 A.M.
SHIYUO MARU	22,000—21 knots	WED, 31st May Noon.
DAIREN MARU	9,000 — 12 knots	SATUR, 3rd June Noon.
JINYO MARU	8,000 — 12 knots	MON, 26th June Noon.
PERSIA MARU	9,000 — 14 knots	TUES, 4th July 10.30 A.M.
KWANTO MARU	8,000 — 12 knots	SATUR, 8th July Noon.
KIYO MARU	17,900 — 14 knots	TUES, 11th July Noon.
TENYO MARU	22,000—21 knots	TUES, 18th July Noon.

† Via MANILA, Omitting Shanghai. ‡ Proceeding to South American Ports.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS.
MISSIONARIES etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Rail way.
Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

SEIYO MARU ... 14,000 — 14 knots ... TUESDAY, 16th May.
For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND YOKOHAMA ... ANDRE LEBON ... On or about 17th May.

HOMEWARD

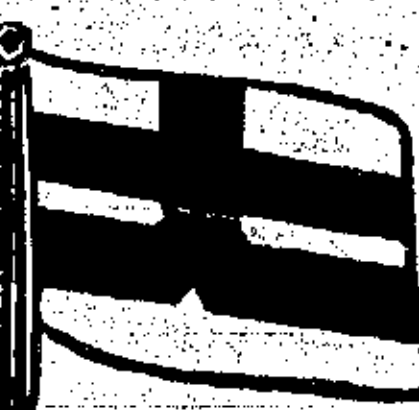
MARSEILLES VIA SAIGON and PORTS (Without Transshipment) ... POTHOS ... On or about 22nd May.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate ports available six months.
For further particulars apply to

TELEPHONE 746

P. THOMAS, AGENT,
QUEEN'S BUILDING.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA

* "CANADA MARU" ... FRIDAY, 26th May, at 3 P.M.
* "TACOMA MARU" ... MONDAY, 12th June, at 3 P.M.

† Omitting Shanghai and Nagasaki. * Omitting Manila and Moji.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

* "SOSEU MARU" ... WEDNESDAY, 10th May, at 9 A.M.
* "KAJO MARU" ... SUNDAY, 14th May, at Noon.
* "AMAKUSA MARU" ... SUNDAY, 21st May, at Noon.

‡ Proceeding to Amoy and Takao.
* Proceeding to Tamsui and Keelung.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	10th June	On 2nd June, 11 A.M.
EMPIRE	10th June	On 1st July, 11 A.M.

All Steamers fitted with wireless telegraphy.
The above Steamers are fitted with refrigerating machinery ensuring a plentiful supply of ice, fresh provisions, etc., and are lighted throughout with electricity. All State Rooms have Electric Fans. A daily quality 1-color and view-rooms are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

POST OFFICE NOTICE.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

INWARD MAILS.

FROM	PER	DATE
AMSTERDAM	10th May	10th May
BATavia	10th May	10th May
Bombay	10th May	10th May
Calcutta	10th May	10th May
Canton	10th May	10th May
Cebu	10th May	10th May
Hankow	10th May	10th May
Hongkong	10th May	10th May
Kobe	10th May	10th May
London	10th May	10th May
Lyons	10th May	10th May
Manila	10th May	10th May
Peking	10th May	10th May
Shanghai	10th May	10th May
Singapore	10th May	10th May
Sourabaya	10th May	10th May
Tientsin	10th May	10th May
Yokohama	10th May	10th May

OUTWARD MAILS.

FOR	PER	DATE
Fort Bayard	Wednesday, 10th	7.00 A.M.
Swatow, Amoy, Formosa via Takao & Anping	Wednesday 10th	8.00 A.M.
Wahaiwa and Tientsin	Wednesday, 10th	9.00 A.M.
SHANGHAI, NORTH CHINA & JAPAN via	Wednesday, 10th	9.00 A.M.
Moit	Wednesday, 10th	9.00 A.M.
(EUROPE via SIBERIA)	Wednesday, 10th	11.00 A.M.
(Shanghai Brit. P.O. Saturday, 13th May)	Wednesday, 10th	11.00 A.M.
Amoy	Wednesday, 10th	11.00 A.M.
Karatsu and Vladivostok	Wednesday, 10th	11.00 A.M.
Straits and India via Calcutta	Wednesday, 10th	11.00 A.M.
Shanghai and North China	Wednesday, 10th	11.00 A.M.
(EUROPE via SIBERIA)	Wednesday, 10th	11.00 A.M.
(Shanghai Brit. P.O. Saturday, 13th May)	Wednesday, 10th	11.00 A.M.
Hai Phong	Thursday, 11th	9.00 A.M.
Swatow and Bangkok	Thursday, 11th	1.00 P.M.
Japan via Yokohama	Thursday, 11th	2.00 P.M.
Swatow, Amoy and Fuzhou	Thursday, 11th	3.00 P.M.
Straits and India via Calcutta	Thursday, 11th	3.00 P.M.
Shanghai and North China	Thursday, 11th	3.00 P.M.
(EUROPE via SIBERIA)	Thursday, 11th	3.00 P.M.
(Shanghai Brit. P.O. Saturday, 13th May)	Thursday, 11th	3.00 P.M.
Philippine Islands, JAPAN via NAGA-	Monday, 15th	5.00 P.M.
SARAI, HONGKONG, UNITED STATES,	Tuesday, 16th	8.30 A.M.
CANADA, SOUTH AMERICA via SAN	Tuesday, 16th	9.15 A.M.
FRANCISCO, and UNITED KINGDOM	Tuesday, 16th	10.00 A.M.
via CANADA	Tuesday, 16th	10.00 A.M.
Philippine Islands, Australia, New Zealand,	Tuesday, 16th	10.00 A.M.
Tasmania and New Guinea via	Tuesday, 16th	10.00 A.M.
Thursday Island	Tuesday, 16th	10.00 A.M.
Japan via Moji, Honolulu, Hilo, San	Tuesday, 16th	10.00 A.M.
Francisco, Los Angeles, Salina Cruz,	Tuesday, 16th	10.00 A.M.
Panama, Callao, Arica, Iquique,	Tuesday, 16th	10.00 A.M.
and Valparaiso	Tuesday, 16th	10.00 A.M.
Swatow, Amoy and Fuzhou	Tuesday, 16th	10.00 A.M.
Formosa via Keelung, Shanghai, North	Tuesday, 16th	10.00 A.M.
China, Japan via Moji, Victoria, B.C.	Tuesday, 16th	10.00 A.M.
U.S.A. South America via Seattle	Tuesday, 16th	10.00 A.M.
and United Kingdom via Canada	Tuesday, 16th	10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via	Tuesday, 16th	10.00 A.M.
NAGASAKI, VICTORIA, B.C. (CANADA	Tuesday, 16th	10.00 A.M.
UNITED STATES, SOUTH AMERICA and	Tuesday, 16th	10.00 A.M.
UNITED KINGDOM via VANCOUVER)	Tuesday, 16th	10.00 A.M.
(EUROPE via SIBERIA)	Tuesday, 16th	10.00 A.M.
(Shanghai Brit. P.O. Saturday, 24th May)	Tuesday, 16th	10.00 A.M.
SWATOW, AMOY, CANTON, ADELAIDE,	Friday, 19th	10.15 A.M.
EGYPT and EUROPE	Friday, 19th	10.15 A.M.
The Parcel Mail will be closed on	Friday, 19th	10.15 A.M.
Thursday, 18th May, at 5 P.M.	Friday, 19th	10.15 A.M.
Philippine Islands, Australia, New Zealand,	Saturday, 20th	10.15 A.M.
Tasmania, via Port Darwin, New	Saturday, 20th	10.15 A.M.
Guinea via Thursday Island	Saturday, 20th	10.15 A.M.

LOCAL AND REGULAR MAILS OUTWARD.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	8.30 A.M.	—
Tai Po	10.00 A.M.	9.00 A.M.
Chung Chow	10.00 A.M.	—
Shatin, Kowloon, Shatin and Sheungshui	10.00 A.M.	—
Aberdeen, Aukau, Fing Shan, Sai Kung,	10.00 A.M.	—
San Tin, Stanley	10.00 A.M.	—
Canton, Wanchow and Samshui	7.30 A.M.	5.00 P.M.
Macao	7.15 A.M.	8.15 A.M.
Kowloon	6.00 P.M.	1.00 P.M.
Namtau and Sanchoi	6.00 P.M.	8.00 P.M.
Shamshui	10.00 A.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M.	7.00 A.M.
Shek Ki	8.30 P.M.	9.30 P.M.
Kowloon	8.15 P.M.	8.15 P.M.
Kumchuk	8.00 P.M.	8.00 P.M.
Maakong	8.00 P.M.	8.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

WM. C. JACK & CO. LTD.

Sole Agents Hongkong for the CROWN

BATTERY, made expressly for AUTOMOBILES,

MOTOR BOATS, CYCLES, TELEPHONES,

MEDICAL APPARATUS and BELLS.

This DRY CELL is made expressly for the climate and has received the Highest Awards for Economy, Long Life and Efficiency.

Fresh stocks always on hand.

COMMERCIAL.

CLOSING QUOTATIONS.

May 9th
London:—
Telegraphic Transfer
Bank Bills, on demand
Bank Bills, at 30 days' sight
Bank Bills, at 60 days' sight
Credit, at 4 months' sight
Documentary Bills & m/c. at
Paris:—
Bank Bills, on demand
Credit, at 4 months' sight
New York:—
Bank Bills, on demand
Credit, at 60 days' sight
Bombay:—
Telegraphic Transfer
Bank Bills, on demand
Calcutta:—
Telegraphic Transfer
Bank Bills, on demand
Shanghai:—
Bank Bills, at sight
Private, 30 days' sight
Yokohama:—
On Demand
Manila:—
On Demand
Singapore:—
On Demand
Batavia:—
On Demand
Hai Phong:—
On Demand
Saigon:—
On Demand
Bangkok:—
On Demand
Sovereigns, Bank's Buying Rate
Gold Leaf, 100 fine, per tola
Bar Silver, per tola

SUBSIDIARY COINS.

Hongkong	10	1/2
Canton	20	1/2
Canton	10	1/2

SHARE LIST—QUOTATIONS.

HONGKONG, 5TH MAY, 1916.

Stocks.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$725, buyers	6 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$10, sellers	—
China Light and Power Company, Ltd.	80,000	\$5	all	\$4, buyers	8 p.c.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9.10	7 p.c.
COTTON MILLS.—					
Shai Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	Tls. 34, buyers	—
Kung Yik Cotton S. & W. Co., Ltd.	100,000	Tls. 10	all	Tls. 12, sellers	—
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 74	all	Tls. 73	5 p.c.
Lau Kung Mow Cotton S. & W. Co., Ltd.	8,000	Tls. 70	all	Tls. 70	—
Soyehee Cotton S. & W. Co., Ltd.	30,000	Tls. 50	all	Tls. 34, buyers	—
Kwo Cotton Spinning & Weaving Co., Ltd.	27,000	Tls. 50	all	Tls. 135, sellers	8 p.c.
Hong Kong Cotton Co., Ltd.	47,000	\$71	\$6	\$24, sellers	—
SHIPS AND WHARVES.—					
H'Kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$78, sellers	4 p.c.
H'Kong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$107, males	3 p.c.
Shai Dock and Engineering Co., Ltd.	58,750	Tls. 100	all	\$106, buyers	—
New Engineering & S. B. Works Ltd.	157,000	Tls. 4	all	Tls. 11	—
Shai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 80	—
Green Island Cement Company, Limited	400,000	\$10	all	\$9.40, sellers	6 p.c.
Hongkong Electric Company, Limited	67,000	\$10	all	\$47	4 p.c.
Hongkong Hotel Company, Limited	37,000	\$50	all	\$115, sellers	4 p.c.
Hongkong Ice Company, Limited	8,500	\$25	all	\$171, sellers	5 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$74	4 p.c.
Hongkong Tramway Company, Limited	325,000	5/-	all	\$6.30, al. & buy.	5 p.c.
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$400, sales	5 p.c.
China Fire Insurance Co., Limited	20,000	\$250	\$50	\$187	—
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$390, sellers	—
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 150, sellers	5 p.c.
Union Insurance Society, Limited	12,000	\$250	\$50	\$250, sellers	—
Yangtze Insurance Association, Ltd.	12,000	\$250	\$50	\$250, sellers	—
LOANS AND BUILDINGS.—					
H'Kong Land Invest. Agency Co., Ltd.	87,000	\$100	all	\$103, sellers	—
Hongkong Central Estate, Limited	10,000	\$100	all	\$98, sellers	—
Hongkong Lung Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	—
Humphreys' Estate and Finance Co., Ltd.	170,000	\$10	all	\$7	—
Kowloon Land and Building Co., Ltd.	6,000	\$10	\$80	\$8	—
Shanghai Land Investment Co., Ltd.	78,000	Tls. 350	all	Tls. 103	—
West Point Building Co., Limited	12,800	\$50	all	\$8, sellers	—
Maekchappi Ltd. (Mijn.) Bosch-en	250,000	Gda 10	all	Tls. 25, buyers	—
Landbouw exploitatie in Langkat	—	—	—	—	—
MINING.—					
Ural Caspian Oil Corp., Limited	1,000,000	\$1	all	\$5	—
Chinese Engineering and M. Co., Ltd.	7,000,000	\$1	all	\$5	—
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$5	—
Trench Mines, Limited	170,000	\$1	all	\$5	—
Peak Tramways Company, Limited	25,000	\$10	all	\$104, buyers	—
REFINERIES.—					
China Sugar Refining Co., Limited	30,700	\$100	all	\$104, sellers	—
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$91, sellers	—
STEAMSHIP COMPANIES.—					
Douglas Steamship Company, Limited	20,000	\$50	all	\$133, buyers	5 p.c.
H'Kong, Canton & Macao S. B. Co., Ltd.	20,000	\$15	all	\$28 al. 23, sel.	—
Indo-China Steam Navigation Co., Ltd.	50,000	\$5	all	\$25, sel. 25, sel.	—
Shell Transport and Trading Co., Ltd.	4,017,610	\$1	all	\$77, sellers	4 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$38	—
South China Morning Post, Limited	5,000	\$25	all	\$29	—
Steam Laundry Company, Limited	27,000	\$5	all	\$33	—
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	21,000	\$7	all	\$7, sellers	7 p.c.
Watson & Co. A. S., Limited	99,000	\$10	all	\$7	9 p.c.
Union Waterboat Company, Limited	50,000	\$10	all	\$151, sellers	6 p.c.

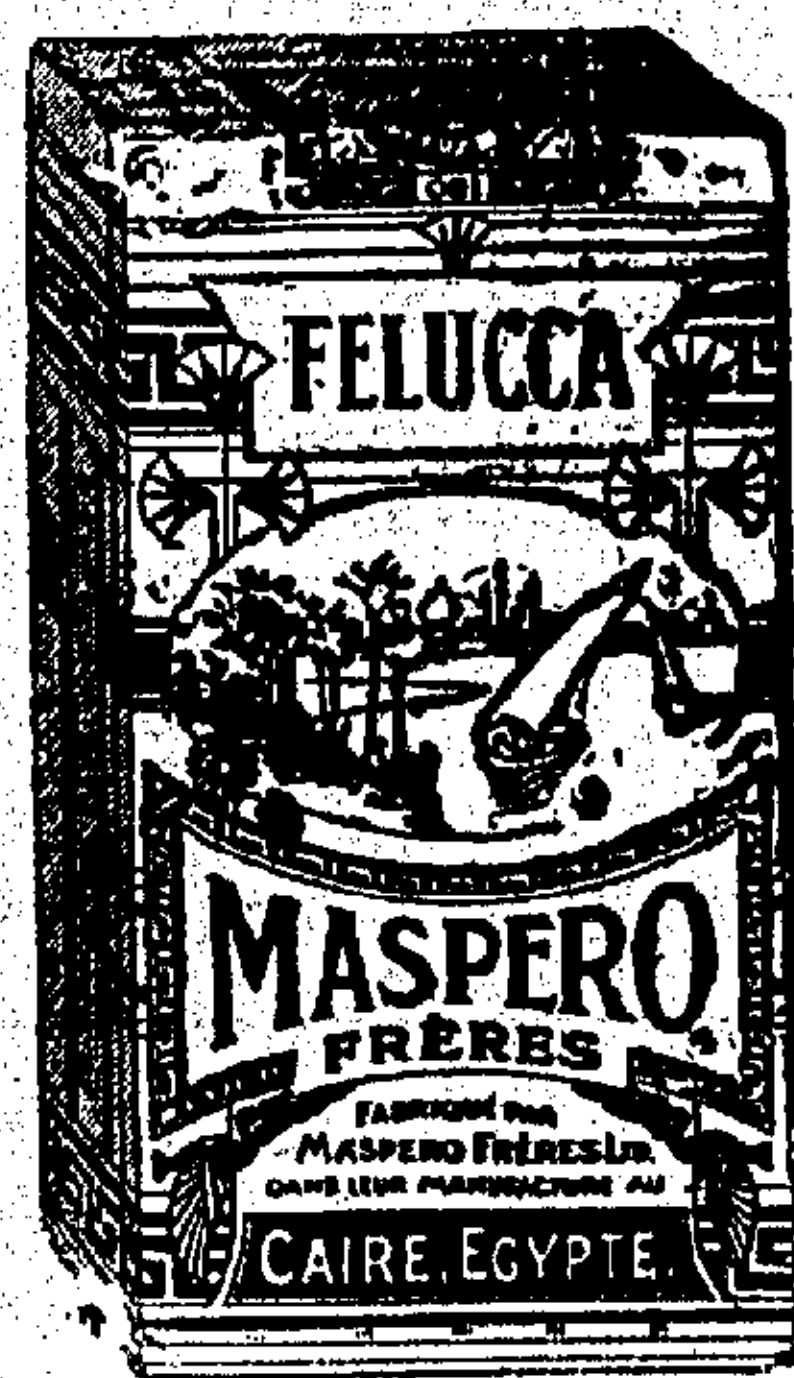
Loan.	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1885.	Tls. 767,200	Tls. 250	7 1/2 p. annum	P.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.,
OFFICIAL AGENTS TO THE PHILIPPINE GOVERNMENT.
PEKING—HONGKONG—MANILA—SHANGHAI—YOKOHAMA.
TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
TOURIST arranged to ALL PARTS of the WORLD.
SAGGAGE collected, forwarded and landed at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES Exchange.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Railways and
Fares from the Far East to all parts of the World, will be forwarded free on application.
CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
Hongkong, 19th April, 1916.

A SHIPMENT JUST ARRIVED.

"FELUCCA" are, to the very last puff, a guarantee of an Egyptian Cigarette at its best.



Maspero freres
CAIRO EGYPT.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds:—
Sterling ... \$1,500,000, at 1/4 ... \$1,500,000
Silver ... \$1,500,000
Reserve Liability of Proprietors ... \$15,000,000

COURT OF DIRECTORS:
W. L. PATTERSON, Esq., Chairman.
S. H. DODWELL, Esq., Deputy Chairman.
G. T. M. EDKINS, Esq., Hon. Mr. D. LUNDIE.
C. S. GUBBY, Esq., J. A. PLUMMER, Esq.,
Hon. Mr. P. H. HOLYOAK, Hon. Mr. E. SHILLIN.

CHIEF MANAGERS:
Hongkong—N. J. STARR, Esq.
Shanghai—A. G. STEPHEN, Esq.

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 3 1/2 per cent. per annum.

N. J. STARR, Chief Manager.
Hongkong, 21st February, 1916.

THE BANK OF CHINA, GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 10TH APRIL, 1912.)

Authorized Capital ... \$50,000,000
Paid-up Capital ... \$10,000,000

HEAD OFFICE—PEKING.

BRANCHES AND SUB-BRANCHES.
SHANGHAI: Nanking, Chinkiang, Yangchow, Wanchow, Wuchow, Anking, Tientsin, Tsingtao, Soochow, Hankow, Shanghai, Peking, Nanchang, Tientsin, Pootung, Tongshan, Luanchow, Tangshan, Hingtai, Hangchow, Wenchow, Shaochin, Chinkiang, Lanchow, Huohow, Ningpo, Kaiping, Changchun, Sinyang, Lohu, Choukai, Tientsin, Choukai, Tientsin, Lanchow, Hingtai, Choukai, Tientsin, Yihuan, Hingtai, Choukai, Tientsin, Yihuan, Yenchow, Fookchow, CHANGCHOW: Kien, Moukai, Newyang, Taiwan, Hingtai, Fookchow, Tientsin, Choukai, Anking, CANTON, KUMYANG, PEKING, Koshu, Eniyangchow, etc., etc.

CANTON BRANCH.
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted: loans granted on approved securities. Special facilities for Home Exchange.
Hongkong, 18th October, 1914.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,200,000
Reserve Funds ... \$1,200,000
Reserve Liability of Proprietors ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.
Hongkong, 9th June, 1914.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

CHIEF MANAGER, J. J. STARR.

Hongkong, 2nd November, 1914.

Printed and Published by HENRY ADOLPHUS GUTWART, at THE HONGKONG DAILY PRESS, LTD., at 10A, Des Voeux Road Central, Victoria, HONGKONG.

London Office 12, Fleet Street E.C.

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
Capital Subscribed ... Yen 30,000,000
Capital Paid-up ... " 12,500,000
Reserve Funds ... " 4,500,000

President: TETSUO SAKURAI, Esq.
Vice-President: KUNIO KAKAGAWA, Esq.

DIRECTORS:
YOSHIO SADA, Esq.
KYOKU YAMAMOTO, Esq.
SHINGO MINAMI, Esq.

HEAD OFFICE
TAIPEI, FORMOSA (TAIWAN).

BRANCHES AND AGENCIES.
Alma, Amoy, Canton, Fookchow, Hankow, Peking, Shanghai, Soochow, Swatow, Tientsin, Yokohama.

Correspondents at:
Cheong Chee Nam, Dairen, Fusan, Hailuo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, New York, Samarang, Seoul, Suimonokai, Soerabaya, Tientsin, Yokohama, Zamboanga, Haiphong, Hanoi, Saigon, Bangkok.

HONGKONG OFFICE:
2, DES VOEUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business. Loans advanced on Current Accounts and Fixed Deposits.

Y. KIKUCHI, Manager.
Hongkong, 21st April, 1916.

THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

</